

JUNE 5, 1953

The Autocar

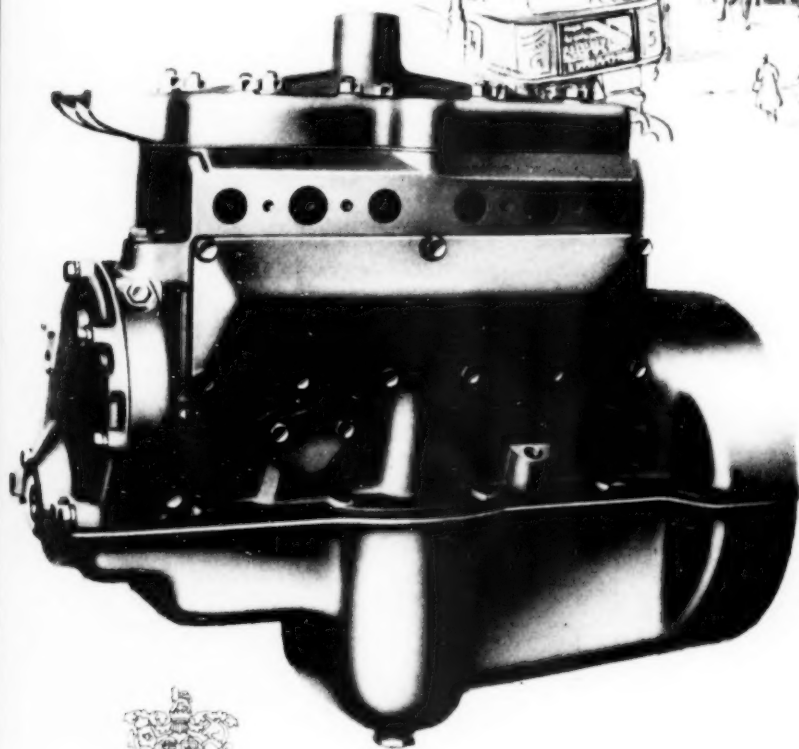
1/-

FOUNDED 1895

LARGEST CIRCULATION

Famous Exchanges

A sound way of investing money is in the EnFo Engine Exchange Plan. This famous Ford System enables you to exchange the old engine in your Ford car for a replacement carrying the same warranty as a new engine. The cost is usually less than a rebore and general overhaul. Ask your Ford Main Dealer about it.



EnFo engine exchange plan



Ford

MOTORING—the best at lowest cost



NOW THERE'S MORE FREEDOM TO TRAVEL BUY A

BRITISH CAR EQUIPPED WITH GIRLING

THE BEST BRAKES IN THE WORLD



HYDRAULIC BRAKES AND DAMPERS

BACKED BY A WORLD WIDE SERVICE ORGANISATION

TO KEEP YOU

Way Out Ahead →

When you are
travelling abroad ask us
for the names of
authorised GIRLING Agents
in the countries you are visiting

**This is the reason why the motorist who buys
an Oldham will buy no other**

Only **OLDHAM** has **FIBRAK**

FIBRAK Separators—developed by Oldham, exclusive to Oldham in this country and patented throughout the whole world—give every Oldham Starter Battery these three unique advantages

- **MAXIMUM VOLTAGE FOR STARTING**
- **QUICKER RECOVERY FROM PROLONGED STARTING DISCHARGE**
- **HIGHEST EXPECTATION OF LIFE**

Why?

BECAUSE FIBRAK has such a high degree of microporosity that it offers the least obstruction to the rapid interchange that must occur when the battery is being discharged and charged at a high rate.

BECAUSE FIBRAK resists the acid attack that eventually destroys the normal type of separator and is the main cause of starter battery troubles.

BECAUSE FIBRAK prevents the treecing of lead particles from the plates that results in short-circuiting inside the battery and consequent failure.

Fit an OLDHAM today and enjoy the experience of even more Power to Spare.



even more
The Battery with POWER TO SPARE

OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

Open: Monday to Friday 8 a.m.-6.30 p.m.
Saturday 8 a.m.-4 p.m.
Sunday 10 a.m.-1 p.m.
Ring PADdington 0028 for immediate service.

466-490, Edgware Road, W.2. 169-171, Harrow Road, W.2. Tel: PADdington 0028 (12 lines)

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THE PLUG THAT'S RIGHT

for 2 million new vehicles every year

Millions of owners know the exciting motoring that comes with AC-equipped engines.

The vast experience of General Motors in automobile design, and the latest processes and machines ensure a longer-lasting plug, a plug giving smoother performance and greater petrol economy — a plug that is designed for, and . . .

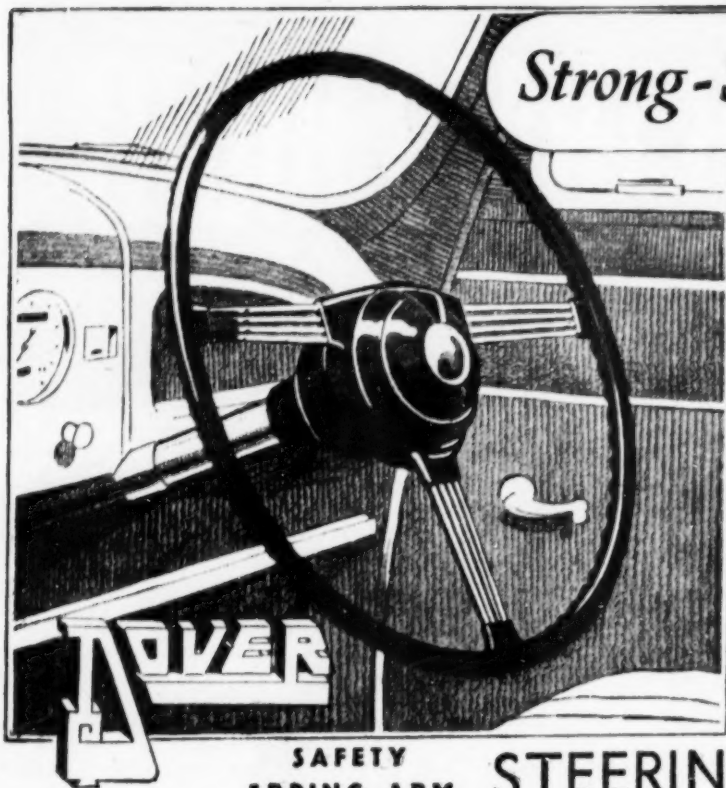
is right for **YOUR** car

Treat your engine to a set today and it will treat you to the great benefits of . . .



with patented
CORALOX
insulator

Made in Britain by AC-DELCO Division of General Motors Ltd.



Strong - Stylish - & SAFE.

**THE OUTSTANDING
MERITS OF
DOVER
STEERING
WHEELS**

are recognised by all the leading
CAR MANUFACTURERS
who fit **DOVER**
as standard equipment.

DOVER LTD., NORTHAMPTON

Also Plastic Moulders in "DOVERITE" of
CONTROL KNOBS and LEVERS.

**SAFETY
SPRING ARM**

STEERING WHEELS

'Luxury Look'
**UPHOLSTERY
COVERS**

*Tailored to your
personal taste*

**SEND NOW
for FREE
PORTFOLIO
OF ACTUAL
SAMPLES**



Protect the upholstery.
Prevents "shine" on clothes.
Give your car an attractive
interior appearance—and
maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS "The Motor People," KETTERING

Please send patterns and prices of your "Luxury Look"

Covers for my Car model

year.

Name.

BLOCK LETTERS PLEASE

Address

Autocar, June 5

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Phone: Beckenham 1146-7

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CAMDEN TOWN: Parkway, Delancy Street, N.W.1,
Phone: Gulliver 4461-5

CLAPHAM: Lendal Terrace, Clapham Station (S.R.), S.W.4,
Phone: Macaulay 1266-7

KINGSTON-ON-THAMES: Elton Road, Park Road,
Phone: Kingston 1244-6

SOUTH CROYDON: 111, Brighton Road,
Phone: Croydon 6144-6

WOOD GREEN: 289, High Road, N.22,
Phone: Bowes Park 1184-5

*can deliver from STOCK
THE NEW*

LUCAS

"KING OF THE ROAD"

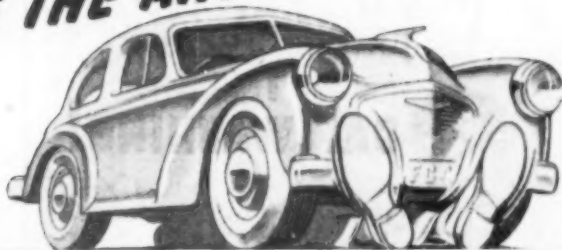
BATTERIES

also have 2 YEARS insured life

**GREATEST ADVANCE IN BATTERY DESIGN
AND PERFORMANCE for a generation at
NO EXTRA COST!**

WRITE FOR FULL DETAILS

Holt's HAVE THE ANSWER!



LOY PLASTIC METAL

Use it like putty—sets harder than lead

PERMANENTLY REPAIRS all dented, holed or rusted metals. Applied like putty, sets metal-hard. Can be filed, drilled or sanded to give imperceptible repair. Water, oil and petrol-proof. Takes paint or cellulose.

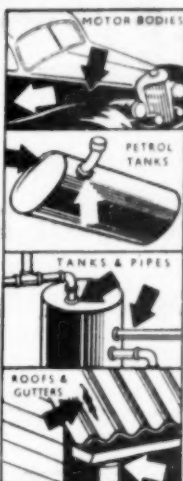
LOY PLASTIC METAL in putty form is ideal for the repair of car bodies, wings, tanks etc.

LOY Self-adhesive **FABRIC SHEETING** is used as reinforcement for weak rusted-out areas before applying Loy Metal.

LOY SOLVENT is essential for softening Loy Sheeting and thinning Loy Metal to brush or spray consistency.

Loy Metal in tins from 4/6. Loy Solvent from 2/6. Loy Fabric Sheeting from 3/6. Loy Kits containing Metal, Solvent, Sheeting 8/6.

NOTE: For use in the home or garage. Loy Metal is also available in tubes. Mends leaks in pots, pans, pipes etc. 3/-



CRACKED BLOCK?

a permanent repair in 30 mins without dismantling!

External or internal cracks repaired permanently. Just pour it in. Vibration, heat and pressure proof. For cylinders, valve ports, water jackets, cast iron, steel or aluminium. Endorsed by Motoring Press, Railways, Transport Companies.



WONDARWELD

1-pint 8/6 1 pint 15/- Quart 25/-
Use 1-pi. to every 3-gall. of water capacity

BOILING UP?

Clear choked cooling system this easy triple-action way

Cleans, inhibits, protects. Radflush clears choking scale and lime deposits. Exclusive Radflush inhibitor protects entire cooling system. Safeguards all metals including aluminium. Completely harmless. Always effective.



Holt's RADFLUSH

Complete Treatment 8/6

LEAKY RADIATOR?

a 5-minute permanent repair—while you drive!

A repair unaffected by temperatures, water pressure or anti-freeze. Contains no dangerous powders or corrosives. Works while you drive. Cannot close. Recommended by Motor Service Stations throughout the world.



Holt's RADWELD

For cars 3/6 For trucks 6/-

BURNING OIL?

WORN ENGINE!
30-min treatment checks oil loss, restores compression

Compensates cylinder wear by forming self-lubricating seal at piston top. Gives new car performance for up to 10,000 miles. No dismantling, saves oil, quiets engine. Tested and approved by Motoring Press. World wide sales.



Holt's PISTON SEAL

Up to 12 h.p. 15/-
Over 12 h.p. 25/- Motor Cycles 8/6

PROTECT CHROME

and all bright metals. Stops tarnish—saves polishing

Ideal for chrome, brass, copper etc. Simply wiped on—keeps all metals bright. Weather-proof; withstands heat and vibration. Will not discolour.



BRITECT

2/6 per bottle

In Transparent for protection, Red, Blue or Gold for protection and decoration.

DIRTY UPHOLSTERY?

dry-bubble action makes all spots and stains disappear!

Holt's WONDAR-FOAM works with 'Dry Bubble' action. Removes marks, stains, grease and dirt instantly. Upholstery, leather and cloth come up like new! New colour, new freshness, the safe, simple, 'dry-bubble' way.



Holt's WONDARFOAM

2, 4, 12, 24, 48

LEAKY SILENCER?

repaired in a few minutes
No tools, no dismantling

Finger and thumb repair for leaky silencers and exhaust pipes. Simply press into position. Sets hard. No tools required. No laying up. No dismantling. Withstands heat and vibration. Gives permanent repair, and gas-tight seal which prevents fumes.



Holt's GUN-GUM

Junior Size 3/6

SPRAY GLASS CLEAN

straight from plastic bottle
removes insects, dust, finger-marks

Wipe off; and mud, dirt, grease, insect stains go! Windscreen, windows, mirrors crystal clear in seconds! For car-pockets and kitchen shelf. Always ready!



HOLTSPRAY

Complete in plastic 'Squeeze Pack' Bottle 3/- 12 refills 25/-

20-MINUTE TUNE-UP!

for quicker start, brisker acceleration, more MPG

Pour a quarter tin of Compression Primer into carburettor air intake and you're away—to a quicker start, brisker acceleration and more speed. You'll feel the difference—a 20-minute job that will transform your car's performance.



Holt's COMPRESSION PRIMER

2/6 and 3/6 large twin pack 9/6

10 MIN. CAR WASH

No leathering!
Self-drying!

No streaks, no spots. Clean, gleaming coachwork, chrome and glass. Self-drying, no leathering, no abrasives. NO colour comes off on the cloth. Gives the quickest, cleanest wash. Makes constant polishing unnecessary.



Holt's WASH-SHINE

1 Tin Wash-Shines average car 10 times 3/6

Wherever you see this sign..



there you will find the answers to your Motoring Problems. Your Official Holt Stockist is ready to serve & advise you.

DOUGLAS HOLT
(EST 1919) LTD
(Dept. AC 74)
5-6 Eagle Street
Melbourn, London WC1
Phone: HOLborn 4891/2

FROM GARAGES, HALFORDS BRANCHES, MOTOR ACCESSORY STORES, ETC



Having obtained the best shine ever with Imperial Polish give it a champagne sparkle every time you wash your car. Add two tablespoons of Imperial Polish to the water and proceed in usual manner, when dry rub over with a soft dry cloth—and the result will simply dazzle you!

Imperial
CAR POLISH
-easier to use, lasts longer!

20	Ounce Tin	6/-
10	Ounce Tin	3/6
5	Ounce Bottle	2/-

Made in Britain by the Sole Concessionaires
BROADFIELDS GARAGE & ENGINEERING CO. LTD.
Standard House, Cockfosters, Herts. Tel.: Barnet 7301/2/3.

**ASK FOR A TIN
NEXT TIME YOU FILL UP!**

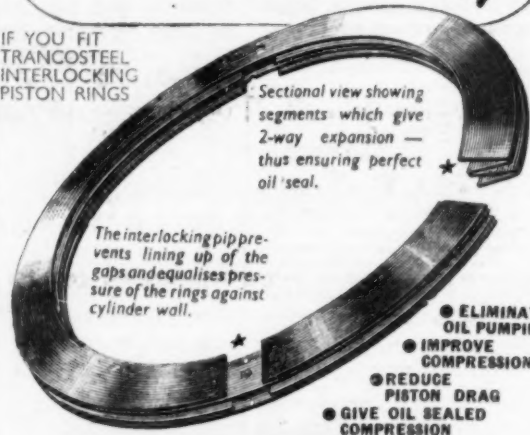


Famous in Four Reigns

L. ROBINSON & CO. (GILLINGHAM) LTD.
London Chambers, GILLINGHAM, KENT. Phone 5282

**YOU CAN SAVE OIL
& BORE WEAR!**

IF YOU FIT
TRANCOSTEEL
INTERLOCKING
PISTON RINGS



**TRANCOSTEEL
INTERLOCKING
PISTON RINGS**

Write for Descriptive Leaflet and name of Local Fitting Agent to
TRANCOSTEEL PISTON RINGS LTD., FARNBOROUGH, KENT

to help you maintain the world's safest brakes!

INSIST ON LOCKHEED FACTORY RE-LINED BRAKE SHOES

Wherever you see this 'little man' from Lockheed you'll know you are safe to have your brakes re-lined. He is the symbol of the Lockheed Brake Shoe Replacement Service which gives your car fully tested, factory re-lined brake shoes in exchange for those that are worn out. Ask your garage to tell you all about this new Lockheed scheme . . . it's designed to keep your car brakes amongst the world's safest.

LOCKHEED 'SERVICE'

supplies these
guaranteed spares:

LOCKHEED BRAKE FLUID
LOCKHEED
BRAKE SPARES



LOOK FOR THE LOCKHEED NAME

REGD. TRADE MARK
AUTOMOTIVE PRODUCTS CO. LTD. TACHBROOK ROAD, LEAMINGTON SPA

Save Pounds on your first Repair and RESPRAY job!

with this COMPLETE KIT for a professional Cellulose finish

Save more than the cost of a Carspray Kit on your first minor respray job—it contains all the materials you require with step-by-step instructions easy to follow even if you have never tackled this job before. The spray unit simply attaches to your TYRE PUMP. Remember, you can keep your car on the road too!

*As tested by 'The AUTOCAR' 29.25.3.

KIT No. 1A. **21/-** Double size Kit No. 2A, 35/-
Carriage paid in U.K.



now with the
**NEW IMPROVED
SPRAY UNIT
WITH 5-YEAR
GUARANTEE**

STANDARD 'A' KITS CONTAIN

• Complete
Spray Unit • De-
Ruster • Black Cellulose Finish
• Surfacers • Rubbing-down
Solution • Filler • Wet-and-
dry Emery • Thinners
• **COMPLETE INSTRUCTIONS FOR USE.** Spray unit
fits every container in the Kit.

Write for details of
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COLOURED CARS
and MOTOR CYCLES, etc.

CARSPRAY

Precision-made in brass and
duralumin these special units
should give trouble-free
service indefinitely. Replacement
Guaranteed.

**SPRAYING MATERIALS
READY FOR USE**
All items in Kits supplied in
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Order direct from:

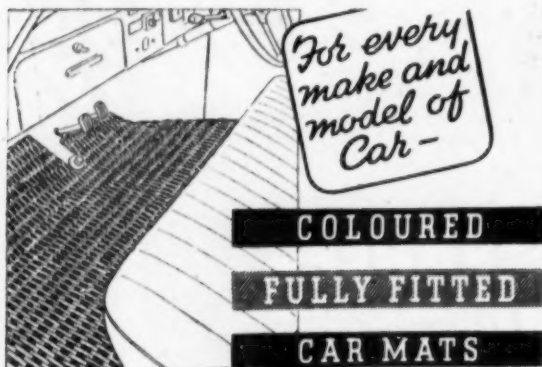
Dept A, The Motor Car Exchange 102 Deaconsfield Road, Hemel Hempstead, Herts. Tel. Boxmoor 644



This wing was 'Carsprayed' by the owner on the first occasion he attempted home repairs. He writes: 'Your kit is certainly excellent value... I was quite amazed at the output of the small spray.'

SPRAY GUN ONLY
Including Guaranteed
Spray Unit, rubber tubing,
valve attachment, empty
container and instructions.
For cellulose and most
spray jobs, ideal for
insecticides, etc.

Carr. Paid U.K. **7/6**



For every
make and
model of
Car -

COLOURED

FULLY FITTED

CAR MATS

to tone with your car

In perfect colours and made to fit every model and make of car. "TYPROD" mats give the warmth of carpet, enhance the appearance where the standard floor covering is rubber, and also reduce noise. They also safeguard against foot slip in wet weather. Ask your garage or dealer about the attractive range available.
GUARANTEED FOR 10 YEARS.

If it's PERFECT COLOUR you're after... it must be a

TYPROD MAT

Please ask your garage for full particulars—in case of difficulties write to—

TYRE PRODUCTS LTD.

The manufacturers of coloured car mats.

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But what about
underneath?

FLINTKOTE underbody protective coating, already tried and proved in America, Canada and many overseas markets, is a tough resilient coating for the underside of your car. It prevents rust and protects the chassis and underbody from flying stones and gravel—and substantially improves the 'sound comfort' of your car.

Ask at your local garage about the FLINTKOTE Underbody Protective Coating Service today.

Flintkote

**UNDERBODY COATING
PREVENTS RUST
RESISTS ABRASION
DEADENS SOUND**

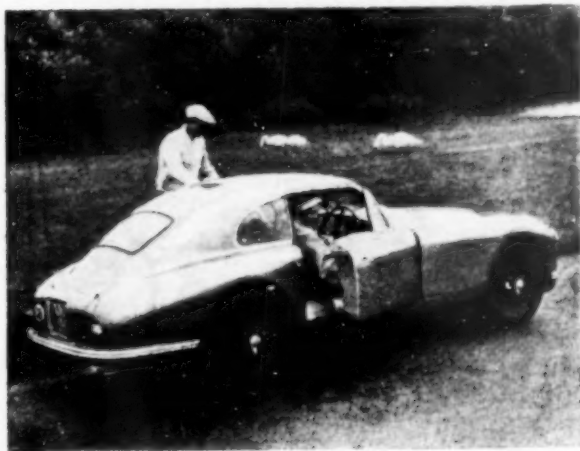


From Le Mans TO RUNNYMEDE

Those brilliant winners of Le Mans and other International events, the Aston Martin DB.2's are a lively feature of our Home roads these days. Here Mr. George Abecassis, the racing driver, demonstrates his car to Miss June Burt who wants to drive a really fast, really luxurious sports car. She learns that the DB.2 is delightfully easy to handle, flexible in traffic, ready at any moment to accelerate smoothly and leave the 100 m.p.h. mark well behind. It's a thrilling car to drive, not least because of its masterly road holding qualities and safe cornering at speed.

THE PERFORMANCE IS ASTONISHING, whether considered in acceleration, high speed cruising, fast cornering, braking, or in economy of petrol consumption.

LADIES' SUIT AND COATS BY JACQUARD, HAT BY MAINGE GIBBS



THE RACE-BRED LUXURY SPORTS CAR

ASTON MARTIN LTD • FELTHAM • MIDDLESEX

London Showrooms: 103 New Bond Street, London, W.1

A DAVID BROWN COMPANY



come motoring with me

—JULIE ANDREWS

YOU'VE heard Julie—a fresh, young voice of remarkable range and power. Ekco Car Radio brings every word, every note, just as if she were with you in the car. Install this latest model, the CR117, and enjoy faultless reproduction of all your favourite radio stars. It helps while away the miles and adds pleasure to even the most tedious journey. Model CR117 is easily fitted to cars of any make or year; it has both manual and switch tuning and incorporates many outstanding features. See your Ekco Car Radio Dealer to-day, or write to the address below!

EKCO CR117
6 valve superhet.
Receiver, speaker,
power pack can be
mounted separately
or as one, according
to car layout.

£29
tax paid

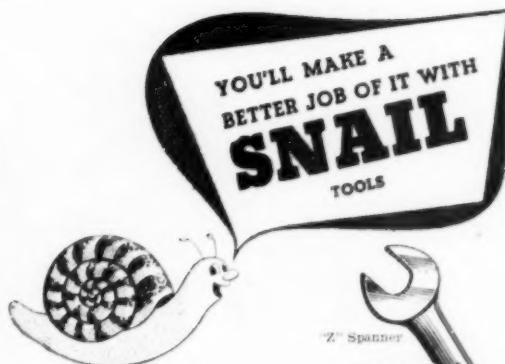


EKCO Quality CAR RADIO

Please send me illustrated details of Ekco Car Radio
Name
Address

Post to E. K. COLE LTD., SOUTHBEND-ON-SEA, ESSEX.

A 17



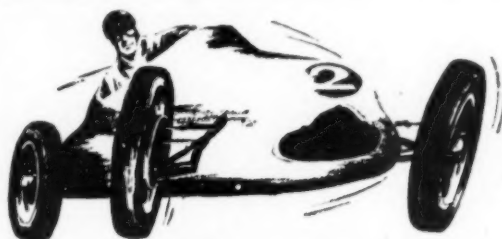
As a skilled craftsman yourself, you will be quick to appreciate the expert workmanship that goes into the making of every genuine SNAIL Brand tool. Look for SNAIL Brand wrenches, spanners, hammers and hatchets at your local ironmonger. They are precision made in a wide range of shapes and sizes—accurate, reliable, easily the best value for your money.

SNAIL

Brand
HAND TOOLS

Famous for over a century.

MANUFACTURED BY THOMAS SMITH & SONS
OF SALTLEY LTD., SALTLEY MILL, B'HAM, 8



motor racing at

BRANDS HATCH

organized by the HALF LITRE CLUB

The track is two miles south of Farningham on the London-Maidstone Road (A-20); by Green Line 703 from Victoria, or Nos. 21 and 478 Buses from Swanley Junction (S.R.)

entrance 3/-
children 1/-
ample parking
arrangements
cars 5/-
motor cycles 2/-
cycles 1/-



NEXT
MEETING

★ Sunday, 14th June
AT 2 p.m.

This battery is better



The new Silver Exide is a better battery than any previous standard battery—even an Exide—and costs no more!

THESE ARE THE REASONS

- ① The separators, which formerly limited battery life by slowly wearing out, are now made of Porvic — a microporous plastic that *does not wear* in battery service.
- ② The special long-life Exide plates, now freed from dependence on separator life, can show their full lasting capabilities.
- ③ The tough, shock-resistant hard rubber container is designed to outlast even the long-life plates it holds.

*This is your next battery—
if you're wise!*

Silver
Exide

Your
garage
can
supply

A PRODUCT OF CHLORIDE BATTERIES LIMITED

THE NEAREST THING TO FLOATING THROUGH SPACE—

Travelling on INTALOK Spring Seating



INTALOK springing is made up of a mass of fine gauge springs — each one interlinked with its neighbours. This spring mass makes a surface that conforms exactly to the contours of the body. The whole area of support responds to the weight of the sitter; re-adjusts instantly to every change of position.

It is this new controlled support that makes Intalok so comfortable. It cuts out travel ache, and reduces driving strain.

Intalok is considerably lighter than other spring seating. And because each spring shares the load, Intalok will not sag, lasts indefinitely.

INTALOK CAN BE SUPPLIED TO ANY SHAPE, READY FOR TRIMMING, OR COMPLETELY TRIMMED.



Intalok is a Product of the Slumberland Group of Companies

Write for details of car seats and caravan mattresses

to INTALOK LTD., CALDWELL ROAD, NUNEATON
Tele : Nuneaton 2367/8



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CONVERSION
Have your fixed-head saloon converted to Sunshine Opening Roof at our works or by appointed fitting agents and enjoy all the benefits of fresh air and sunshine. The choice of many doctors for healthy motoring. An emergency means of escape in accident or fire. As fitted by Austin, Jaguar, etc.

LOOSE COVERS

In high quality, hardwearing materials in attractive range of colours. On or off in a moment. Seams neatly piped in harmonising or contrasting colours. New patterns now available. Send for sample wallet and price list.

CENTRE ARM REST

Saves driving fatigue and serves as a useful container for gloves, maps, etc. Well upholstered in a range of colours to match car interior. 40/- each plus 2/- postage

DRAUGHT DEFLECTORS

For cars not having hinged ventilating panels incorporated in the window assembly. Safety glass, chromed brackets. Easily fitted with four self-tapping screws. 21/- each, 42/- per pair.

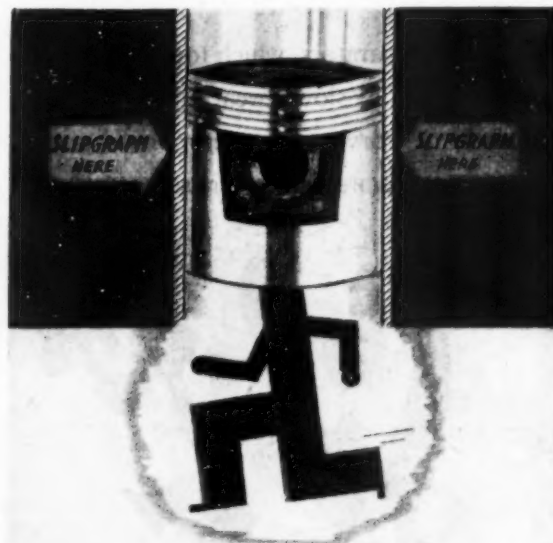
PLEASE SEND FULL DETAILS :

NAME

ADDRESS

Weathershields

BISHOP STREET, BIRMINGHAM 5



SLIPGRAPH

RUNNING IN COMPOUND

When running in (rebored or new)
Slipgraph will smooth the way for you
Gives longer life to every part
And best performance from the start

1/2 pint 3/4 Quart 11/6
Pint 6/6 Gallon 42/-



Obtainable at HALFORD'S BRANCHES & LEADING GARAGES or direct from
SLIP PRODUCTS CO. LTD., 95 Victoria Street, St. Albans. Telephone 5436

For reliability speed and economy



many Police Cars
rely on

PIRELLI



Follow the big
user, sir — he's
tested them all
... fit Pirelli



GOOD CARS
HAVE
BRITISH
LEATHER
UPHOLSTERY

*For luxurious comfort—
there's nothing like leather*

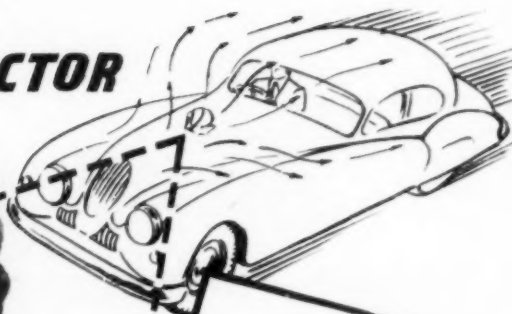
THE GNAT-TER DEFLECTOR

Note the deflected air-stream OVER AND ROUND the windscreen . . . carrying with it insects, dust, mud and snow. With a GNAT-TER on your bonnet your screen remains cleaner and clearer under all conditions. Made of blue tinted Perspex.



**WITH THE
NATTY
'PUSH-IN'
FITTING!**

Simply push the Gnat-ter into the vibration-proof SOLID RUBBER sockets on the bonnet . . . pull out and stow away when not in use. The rubber grommets forming the sockets cannot work loose. NO NUTS, BOLTS OR SCREWS! Your usual garage can supply and fit.
PRICE 18 6



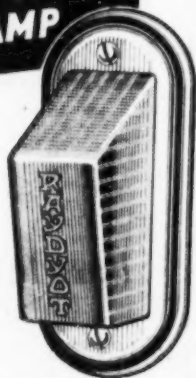
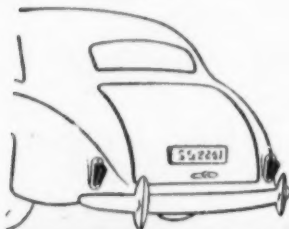
A CABLE FROM SOUTH AFRICA reads: "Deflector highly successful . . . over 90% elimination with myriads of insects."

CASTLES

UNIT DEVELOPMENT LTD.
Church Gate, Leicester. Tel: 65251 (4 lines)

Take **REARGUARD**
action!
**new
RAYDYOT
STOP & TAIL
LAMP**

Modernise your car, and make driving safer, with a pair of these smart, easily fitted lamps. Completely waterproof, beautifully finished, styled and constructed for modern service.



No. STII 2000. Chrome Finish. For 6 or 12 volt. 30/- per pair, complete with bulbs. Most good garages stock.

JAMES NEALE & SONS LTD.
GRAHAM STREET, BIRMINGHAM 1.
London Depot: 95, Pimlico Road, S.W.1



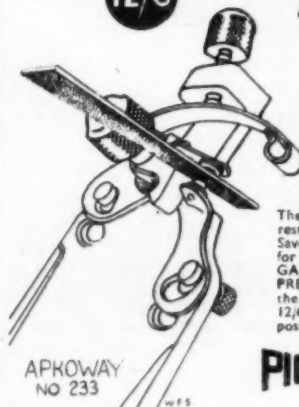
**CONTACT
BREAKER
POINTS**

**OPERATE
4000 TIMES A MINUTE!**

BURNT • WORN • FITTED
THEY ARE EASILY AND RAPIDLY

re-ground
re-aligned
with factory accuracy

12/6



kontaktor
PRECISION GRINDING TOOL
and GENUINE
kontaktor GRINDING STRIPS

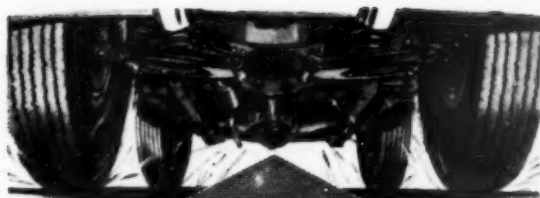
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LESS PETROL**

The "KONTAKTOR" is guaranteed to restore power lost through faulty points. Saves replacements. Designed by Engineers for both WORKSHOP and the HOME GARAGE. ENDORSED BY TECHNICAL PRESS. APPROVED R.A.C. Simple to use—the SKILL IS IN the tool. At GARAGES 12/6. GRINDING STRIPS 3/6 DOZ., or post free from MANUFACTURERS:—

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APKOWAY
NO 233



STOP THE UNSEEN ATTACK OF RUST AND CORROSION

BY USING

RUBBASEAL FOR UNDERBODY PROTECTION & LENGTHEN THE LIFE OF YOUR CAR!

Here is a big money-saving advance in the fight against rust, corrosion and other road damage to cars. Developed by DUNLOP research chemists, RUBBASEAL is a powerful adhesive compound with a high rubber content, which forms a resilient barrier against water, mud, stones and flints as well as against the corrosive effect of salt on the roads in winter. Whilst providing efficient protection to the underbody, RUBBASEAL adds no appreciable weight to vehicles.

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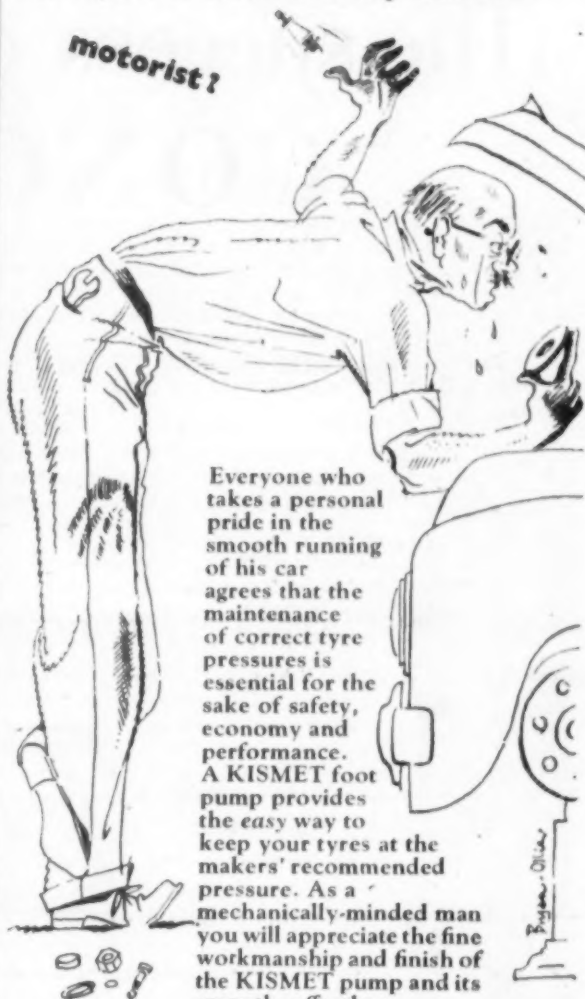
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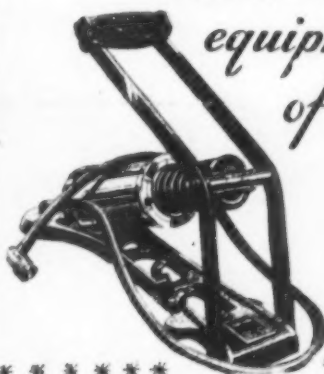
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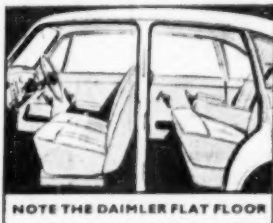
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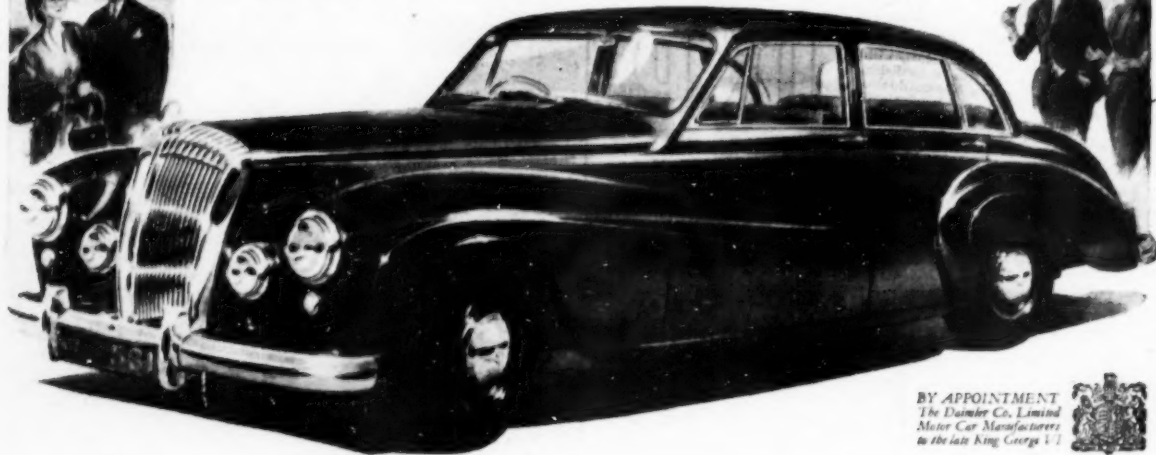
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BY APPOINTMENT
The Daimler Co. Limited
Motor Car Manufacturers
to the late King George VI



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The Autocar

FOUNDED 1895

No. 3001

Friday, June 5, 1953

Vol. XCVIII

German Exchange

NEWs that a small trading exchange of cars with Germany has been agreed arouses mixed feelings. It is, says the Board of Trade announcement of the agreement, a "substantial step" in the direction of increased European trade and the strengthening of Western European economies. While such a move is to be welcomed, it is a pity that the first such step could not be taken in company with one of Britain's ex-Allies rather than the ex-enemy, but it seems that discussions are still proceeding with the French, and that similar arrangements with France are likely to be on a much smaller scale. That is a pity, although the desire for restriction comes from the other side of the Channel.

Thirteen makes are produced by Western Germany, and it is to be expected that a certain number of models of each will soon be seen in Britain. Technically, the most interesting might be said to be the Mercedes-Benz 300S, the Type 501 B.M.W., and Borgward with automatic transmission, the Gutbrod with Bosch petrol injection, and, of course, the rear-engined Volkswagen and its derivative, the Porsche. The last two are, however, well known to British motorists from Service and sporting encounters, if not from visits overseas. It will be enlightening to observe how all these behave on familiar roads as compared with the home-built car, an engrossing pastime that can turn a main-road procession into a fascinating study, as anyone who has watched swing-axle independent rear suspension from behind will agree. Some of the models named may well be encountered only rarely.

Just which of the British models will find most favour with the Western German buyer it is difficult to say. The German economy is such that there are still many rich people in Germany as well as many poor people, while the middle classes have maintained their position of reasonable affluence. It is not an overcrowded country, in spite of the Hitlerian cry, and it is served with a fine motor road network. Given complete freedom of choice, therefore, it is likely that cars like the Jaguar will find a ready market, especially in view of the German taste in bodywork. But within a quota of around two million pounds—covering only 2,000 cars a year at £1,000 apiece—any trends may not be what the economists call "statistically significant."

Coronation Lesson

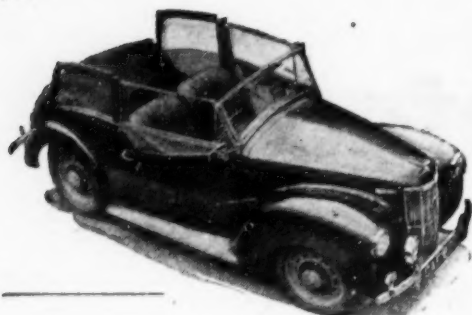
PERHAPS the most perturbing aspect of London during the Coronation period has been the illustration that it has provided of the nearness of complete traffic standstill in the Metropolis owing to congestion. As early as the Thursday before the great event, certain parts of the West End had reached the ultimate, and efforts to penetrate the area awheel were doomed from the start. Such congestion needs consideration with the many thoughtful motorists borne in mind who deliberately avoided the central area during the Coronation period. Moreover, it needs consideration against the background of the desirable increase in British economic activity. Suppose that this could be increased by 20 per cent, then it is quite possible that a parallel increase might be called for in the traffic of big cities. How many of them could accommodate it?

On that same Thursday of the week before Coronation Day, a letter appeared in *The Times* signed by all the leading figures concerned with roads and road traffic outside the Government. It stressed, once again, how necessary from the humanitarian angle it was for money to be spent on road building because of the disturbing rise in road casualties during the early months of this year, and it followed letters from county surveyors deploring the opinion of the Select Committee on Estimates that the trunk and first-class roads of this country are as good as they were before the war. They are not, and even if they were they would need bringing up to the new standards demanded by the immense post-war increase in road traffic and vehicle speeds. But they were never even equal to the demands of pre-war traffic. In matters such as this the practical experience of motorists and the highway engineers' expert knowledge make ludicrous the opinions of cheeseparing politicians.

11

In This Issue

Experiments with a Prefect	750
Disconnected Jottings	754
News and Views	755
Scottish Rally	757
ROAD TEST: Fiat 1100	759
The Triumph Speed Run	762
To the North	764
This Year's Le Mans Race	767
New Talbot Challenger	768
Detroit Notebook	769
Correspondence	771
Service Viewpoint	774
Weekend Sport	775
Indianapolis Race	776
The Sport	777
Future Sporting Events	778
Club News	778



EXPERIMENTS

Suspension Improvements : Pros and Cons of

THE standard answer to an owner of a small car of older design who wishes to make improvements in performance, comfort or roadholding is that he should sell the car and buy a more ambitious model. This is perfectly true, but cold comfort to those who cannot afford to do so, and they continue to think of higher compression ratios, oversize tyres, better damping and other expedients. Besides examining and perhaps adopting any alteration, a thoughtful owner wants to know not only whether he will obtain an improvement, but also whether in the long run the car will suffer in reliability or durability.

Small cars designed as family cars have a top gear ratio chosen on the assumptions that they will carry a family and their baggage, possibly in hilly country, and that Britons will drive slowly and as far as possible entirely in top gear. Those which normally carry only a single occupant or a brace, and which cruise at 45-50 m.p.h., are naturally undergeared. Those which are owned by farmers who never go out in their rough, steep lanes without a few full sacks in the rear compartment, parts of a tractor in the luggage locker, and a bull calf riding in the trailer behind, are overgeared: so the maker adopts a compromise gearing.

The older Eight side-valve designs are not powerful enough for gearing up by oversize tyres, for a 10 per cent rise in gearing does not reduce hill-climbing ability by 10 per cent, but by considerably more—there is a disproportionate loss. The single-occupant Ten will not feel this seriously; the Ford Prefect in particular will not, for its three-speed gear box led to its having a low top. Many can be seen with 5.25 x 17in tyres in place of 4.50 x 17in at the rear, which at 28 lb per sq in gear up the car by 11 per cent, raising the 45 m.p.h. cruising speed deemed right by many owners to a fraction short of 50 m.p.h. at the same r.p.m., and effecting a useful reduction in m.p.g. But there are snags.

Tyre Fitting

The wheel rim becomes too narrow for the wider edge of the new tyre, so that the edge is only half supported. The edge projects inwards into the inner tube, which may chafe circumferentially. The use of wider rimmed wheels as fitted to the van version of a popular car, when available, avoids all this. But the edge of the larger and wider tread may still rub against the wheel arch when the car heels on a corner taken too fast; harmlessly enough, but producing a noise and a smell of overheated rubber. As a tyre is a heavy thing and a considerable proportion of the total unsprung weight of the rear axle, the tendency of the wheel to hop, and to bump-skid on corners with a bad surface, will be increased; but grip on a smooth wet road and in a muddy lane is increased. The hopping could be mitigated by running the tyres soft, but this would introduce more rolling resistance, throw away part of the diameter gained by over-sizing, and, because sideways rolling permitted by a large, soft rear tyre is greater than that of the smaller tyres remaining at the front, an undesirable oversteer characteristic would be introduced.

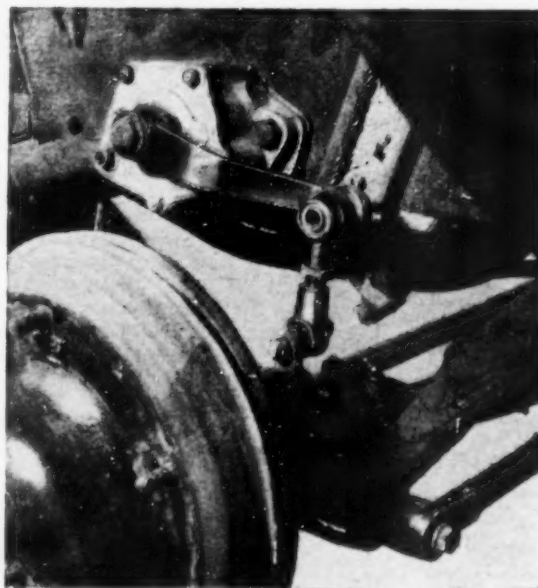
But some owners do use oversize tyres, and without con-doning or recommending the practice, I do myself, having for long used 5.50 x 17in tyres in place of 4.50 x 17in. I have had no trouble with the edges or tubes, though after a

long mileage the edges do have very slight wear. The tyres, the treads of which last longer than the smaller ones, are nearly bald these days. Before special dampers were fitted—a matter which will be dealt with later—the big tyres hopped abominably at 28 lb per sq in, but behaved nicely when the pressures were lowered for snow, ice or very muddy conditions. It was a great mistake to buy heavy duty tyres with stiff walls and wide and heavy treads (they were remoulded ones, obtained during the tyre shortage).

Flexible Walls

At the last London Show there were several tyres which appeared more suitable, very flexible ones by John Bull and Michelin among others, and road-sport tyres which have a narrower and lighter than standard tread, by Dunlop. As I said, a little of the excellent top gear hill-climbing power was lost, but the acceleration in the important upper range was not affected perceptibly. I think there is a compensating factor: the raising of the speed point at which fading away of acceleration (owing to limited breathing capacity) takes place.

There is a final snag. Normal tyres ought to be retained at the front, to avoid upsetting the centre-point steering feature and to avoid the risk of wheel-wobble and heavy, unresponsive handling; so a normal-sized spare must be carried. In the event of a puncture at the rear, the car must run on one large and one small wheel, which is



An Andrex damper fitted, by a conversion plate, at the right front corner of the car. This damper, although much larger than the standard damper, does not foul the wheel at full lock. The adjusting stud is on the casing, behind the spindle.

with a PREFECT

Oversize Tyres : Tuning and Better Fuel

By . . . J. R. DAVEY

theoretically bad, as the differential has to work fairly hard to sort out the 11 per cent difference in rolling circumference. It does not matter temporarily, however, until a garage is reached.

It happens that I perform long journeys, cruise at 50 m.p.h. (with the big tyres) and that I have also a passion for B roads and byways. My campaign for suspension improvement to a Ford Ten started with the observation that with a seat having a spring filling, and based on rows of long horizontal springs, there was a considerable bounce of the driver in relation to his seat frame and the car. With chalk marks on the coat of an obliging friend, this was measured: he was bouncing up and down as much as four inches at 40 m.p.h. on a poor secondary road. Substitution of a dead Dunlopillo filling for the spring filling, and the substitution of webbing, interwoven, for the supporting base springs, cut out this bouncing. It greatly increased riding comfort. Spring seats are excellent for the level riding, softly sprung modern car, or for a large old car, but if a car bounces, they amplify it in a tiresome manner. However, cloth seats or covers (my car had leathercloth) do grip the back of the driver and stop him bouncing up and down in the way which so annoyed me.

Panhard Rods

The next step was suspension improvement. As the transverse springs and shackles of small Fords permit sideways movements of the car in relation to its axles, Panhard rods were fitted. They run transversely and, through rubber-bushed joints, connect the axles to the chassis frame. They are now a standard Ford accessory for the more quickly driven Ford, are cheap, easily fitted and greatly improve directional stability; they also check oversteer on corners. When they were fitted, I was pleased to find that the car, with a nice steering gear, light, direct and with strong

self-centring, was one that could be aimed and placed very accurately.

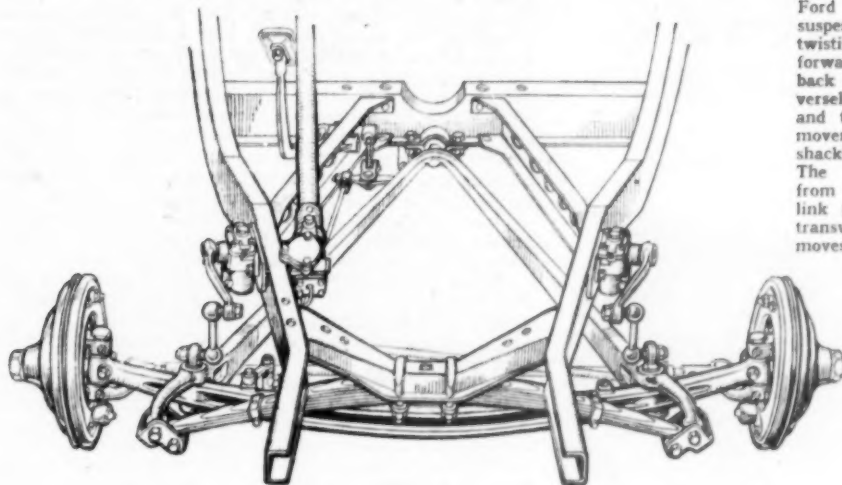
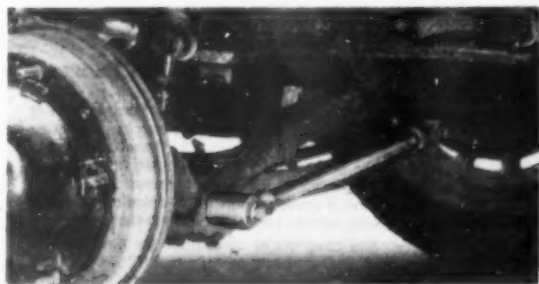
The standard dampers are well made, but they are a little undersized for non-standard driving and conditions. They are, however, durable if, as is not likely to be the case, the filler plugs are really thoroughly cleaned of every speck of mud and dust before removal for topping up; but it is normal for them to wear quickly because of dirt in the very fine clearances. My first thought was to stick to the standard double-piston dampers, but in a larger size. Nothing of the kind was available, so other kinds of hydraulic damper were tried, including telescopics, which were a great improvement, but not quite right. Some kinds of special damper varied greatly with work-induced temperature, and, normally too easy, became too harsh when heated by a bumpy road. These conclusions were reached:

Superficially Easy

Any kind of damper strong enough to "prop up the corners" can confer stability, and prevent the assumption of a queer attitude by the car on corners when pushed hard, but at the expense of possible bumpiness.

The car needs plenty of spring deflection resistance, or the axles knock the chassis, and being, as it were, very much on top of its suspension, it will heel on corners. A good deflection resistance is also needed to prevent my heavy, hard rear tyres from hopping into the air. This resistance, it was noted, is the same as the rebound resistance needed to stop bouncing on the return stroke; so there is no advantage in differential up-and-down resistances. The short-travel front springs, in conjunction with the short wheelbase, make ineffective a damper which does its work only when pressure is built up or when long strokes are needed.

The exact amount of damping to conquer hop and bounce and win stability, while avoiding bumpiness or excessive



Ford Anglia and Prefect front suspension. The axle is held against twisting or moving backwards or forwards by the V member running back from it. But it is held transversely only by the spring shackles, and they permit a little sideways movement of the axle, as do the shackles of the rear spring, too. The steering arm runs forward from the steering box and the drag link (seen behind the spring) runs transversely; so if the front axle moves sideways a little, the car

steers itself a little. Above: The Panhard rods, called by Ford agents "stabilizers," connect a spring centre bolt to an upper shackle bolt. This positive lateral location of the axles much improves directional stability. One of these rods is shown in the photograph.

EXPERIMENTS with a PREFECT continued

rebound control (not permitting the wheels to return quickly after deflection), is critical, and within very narrow limits. If achieved, it is spoilt by wear, unless there is easy means of adjustment.

These conclusions pointed to the modern Andrex, with friction discs operating in an oil-filled casing and with easy and sensitive adjustment consisting of a bolt bearing on the spring steel spider which squeezes the fixed and the friction plates together. When wear takes place, or even for a particularly arduous run such as a rally, it is a simple spanner job to adjust them. Ford conversion kits are available. The larger TEZ damper was used, as the car follows rallies and trials and has a considerable annual mileage in lanes, where it is not possible (unless one is to drop out of the hunt) to go very slowly. Anyway, I was tired of experimenting, and wished for something which would go on for ever and ever.

The ride proves excellent. I have set it to be a little firm, perhaps, but not harsh; the rate of wear, once the plates had bedded in, has proved very slow. There is no hopping or axle-bonking on *pavé* in poor condition or in the lanes. One feels safe from some sudden antic caused by the car assuming a peculiar attitude on a corner, affecting steering, and arising from some undetected treachery of surface or camber. And on long journeys one sits in relaxed comfort, instead of bracing oneself. Passengers can round corners with the hands in the lap.

There is no doubt that a firm ride is more comfortable, and safer; the most valued tribute came from the driver of a sports car who had followed through a fast-taken bend on an open downland road: "What the devil have you done to that thing?" he subsequently enquired. "I nearly came unstuck following you through that last bend." But

one is rapidly joining company with the man whose Pekinese chases Alsations. . . .

I have found a curious thing, that many people wish to stiffen the suspension of this model, while a great many complain that it is "too hard"; that is, very bumpy. The latter is often a completely wrong diagnosis. The natural rate of the front spring is very rapid indeed, apparently about 120 a minute, and when dampers are worn and the road is imperfect, there takes place an extraordinarily rapid front end bounce. I have known a very experienced driver, when I was running temporarily without any dampers at all, to presume that some remarkably harsh form of front damper was fitted. He mistook so rapid a bouncing for bumping.

The involuntary experiment also made me realize how much work "inadequate" or "worn out" dampers actually do! During the damperless period the car once skidded through 45 degrees on a dry, straight main road, owing to moderate camber and a small pothole, and it was always making little sideways hops and peculiar lurches. It was described by one guest driver as "utterly unsafe" with no dampers.

Don't Let the Springs Do It

Another common mistake is to run leaf springs dry, to give them self-damping characteristics. It does, but at the expense of noise and very rapid wear at the ends of the leaves. Ford's grease nipple in the middle of the spring does make more demands on damping, but is an excellent thing.

More comfort has been added to my car by the fitting of a pair of large and luxurious seats discarded by a Pilot V8, whose owner wanted a bench seat. Incredibly, they fit my Ten, which is a peculiar model carrying a reconditioned 1938 tourer body on a 1951 chassis, reinforced, and with the 1951 front end and wings. Scrap-yard seats out of a pre-war quality car, however, will usually go in a small car, for the big cars of old times were often quite narrow. There is something about de luxe seats, part physical, part psychological. . . . But the modern Prefect has a nice seat, superior to those formerly fitted; mine were 1938.

The achievement of a comfortable and stable ride coincided with the introduction of better petrols, and the question of performance increase came up. The engine and transmission of the Ford Ten are remarkably strong, as can be seen when they appear in the grossly overloaded van or in the supercharged or highly tuned trials special. This gives them a good margin for rough conditions, bad driving, crashed gear changes, and so on, while the small valves and modest carburation, besides conferring economy, also protect the engine to some extent against those who drive flat out. The fairly low compression ratio (6.1 to 1) enabled the car to run nicely on Pool, and it also leaves a good margin for carbon build-up in the many very quietly driven, cold running cars. An abused Prefect or Anglia is remarkably tough! If, therefore, one maintains proper running temperature and lubrication, rations oneself to a 45 m.p.h. cruising speed, does not normally carry heavy loads, and is reasonably smooth and light footed, one can take other liberties such as raising the compression ratio to get brisker acceleration and a maintained cruising speed up hills.

Unless you are a motorist who rarely needs to have the engine decarbonized, higher compression must be dismissed. In some engines with side valves, a thin gasket replacing a $\frac{1}{16}$ in one will raise the compression ratio from 6 to 1 to 6.5 to 1. It requires a very thin film of carbon deposits on piston crown and cylinder head to do the same, and a car that is always driven slowly accumulates carbon very quickly.

Raising the compression ratio gives more power by making each charge of mixture develop a higher combustion pressure, and, at a given engine speed, the same power may be obtained from a slightly smaller initial charge; this is the way in which performance may be increased without a loss of economy. The possible drawbacks are a little detonation when pulling hard, a little deterioration of low-

Calculating Compression Ratio Changes

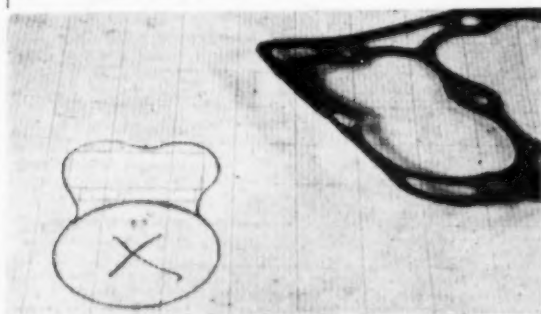
To know what influence a thinner gasket may have, or planing a little metal off the cylinder head or block, one must measure the volume of a gasket space. With an o.h.v. head it is simple. πr^2 (r being half the bore) \times thickness of gasket (a used, compressed one). A side-valve engine gasket necessitates adding the bit over the valves: it would be difficult to calculate, and it is best to measure it with squared paper, as shown in the photograph.

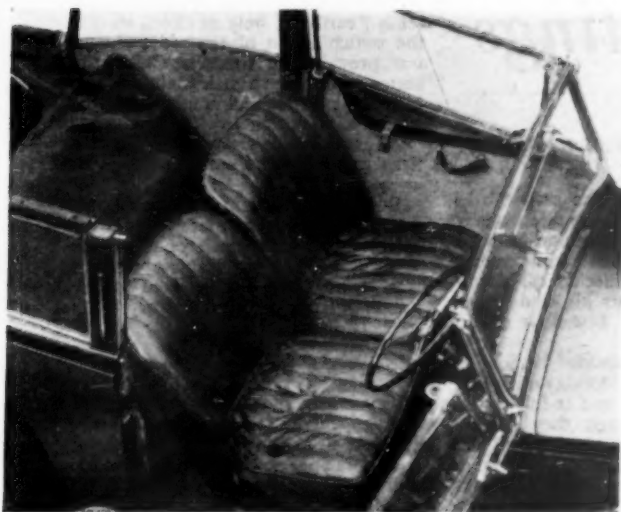
Here is a complete compression calculation for an imaginary engine of simplified measurements:—

Capacity (or swept volume) 832 c.c., four cylinders. That is, 208 c.c. per cylinder. Compression ratio 6.2 to 1. The unswept volume of the combustion chamber and gasket space is therefore $208 \text{ c.c.} \div 5.2^* = 40 \text{ c.c.}$ Gasket hole volume has been measured, by the method already described, as 5 c.c. A thinner gasket which reduced this to 2 c.c. would alter the unswept volume to 38 c.c. And so:—

$208 \text{ c.c. swept} + 38 \text{ c.c. unswept} = 246 \text{ c.c. total volume.}$
 $246 \text{ c.c.} \div 38$ gives 6.47, and 6.47 to 1 is the new higher compression ratio.

* It is always the whole number that is deducted from the compression ratio, not any fraction, for this sum.





Seats from a Ford Pilot V8 just fitted into the Ten, and make the greatest difference to comfort on long journeys.

speed running, a greater need to keep the engine in good tune; but, as a rule, little increase in maximum speed. Very high, racing car compressions are terrible motoring companions in a road car—that business of incessantly changing from soft plugs for starting to hard plugs for running . . . the obstinate morning start. . . .

An improved exhaust manifold, or a straight-through silencer replacing an obstructive one, may ease the passage of gases and reduce back pressure. Back pressure, however slight, is influential: a potato gently pushed up the tail pipe will prevent, weak as its obstruction is, the engine running at all. A larger carburettor, or a twin-carburettor conversion, will increase the ability of mixture to get into the cylinders (which is severely restricted in the interests of economy and maximum speed limitation in the older small cars). The larger charge of mixture, of course, will be raised to a higher pressure than the previous smaller maximum-possible charge, on the compression stroke.

Doubling Up

Here, as an example of the effect of twin carburettors, are road test figures for a Singer S.M.1500 saloon:

	0-50 m.p.h. sec.	Max. speed, m.p.h.	Top gear climb, gradient
1952: Single carburettor, 7 to 1 compression	17.8	75	1 in 15
1953: Twin carburettors, 7.4 to 1 compression	14.8	79	1 in 11½
(But compression ratio has also been raised.)			

At its initial compression ratio of 6.1 to 1, the 760 c.c. Renault recorded an 0-50 m.p.h. time of 50 sec in *The Autocar* Road Test three years ago; recently, a revised version of reduced capacity (750 c.c.), but having a compression of 7.25 to 1, recorded on test a time of 29 sec. The carburation is also modified to suit changed conditions.

Purely experimentally, I recently raised the compression of my Ford Ten. Taking a leaf out of the trials people's book, and inexpensively, I substituted an Anglia head (which fits the same studs), first polishing it, to prevent carbon adhering, with a small grindstone in an electric drill. I already knew that clearance for the valves would remain a most important point. The 30-50 m.p.h. time, that in which I am most interested, dropped from the previous 19 sec to 15.5 sec; the 0-50 m.p.h. time from 29½ sec to 24 sec; a hill previously topped at 15 m.p.h. on top was surmounted at 25 m.p.h. (steady) and another at 38 instead of 27 m.p.h. The same passenger and petrol load were, of course, common to all tests. The increase is from 6.1 to 1 to 7.25 to 1, a high compression for a side-valve engine.

The tick-over setting has not been altered, and the slow-running point at which stagger sets in is about the same, but

there is slight pinking on first-grade petrol when accelerating from below 30 m.p.h.

Two results of high compression are rather curious. A certain long hill climbed with the low compression at 27 m.p.h. caused a temperature rise from a cruising 85 deg C to 92 deg C. Climbing with the higher compression, the temperature rose from 85 deg to 87 deg only, but the speed was 42 m.p.h. A 120-mile test run in undulating and rather hilly country with the low compression produced 35 m.p.g. The run repeated with high compression, using the same cruising speed on the level but with a surprising increase in average speed (41 m.p.h. instead of 36 m.p.h.), gave only 33 m.p.g., in spite of the more efficient utilization of petrol. This soaring up hills up which one previously slogged is the most pleasant aspect of the performance increase. This, and the ease with which slow week-end and commercial traffic is passed, accounts both for the higher average speed and also for the worse m.p.g. Before the engine was altered, it had already been noticed that runs on congested roads in strings of 30 m.p.h. traffic, and in outer London, were more economical than fast, unobstructed runs. Speed and air resistance are always reflected in m.p.g., and this particular car is a 40 m.p.g. car when driven quietly.

Another observation is the smallness of the performance increase one needs to pass easily other similar small cars, and the disproportionate gain in speed up the normal main road hill. Besides increasing one's maximum torque, or pulling power, one is also moving good torque higher up in the speed range.

With Care

I have kept on my Eight head. But I stick to the same cruising speed as before, and try to avoid both carrying heavy bearing loads at a low rubbing speed (which bearings dislike, they would rather slide faster); and the great hammering and stresses set up by high r.p.m. It is a very strong engine in the Prefect, of excellent metals, and I am far, far short of asking as much of mine as the trials people with their superchargers and terrific r.p.m. It is nice to be more on a par with the more modern small cars such as the Austin A.40 (o.h.v. engine, 7.2 to 1 compression, 42 b.h.p.); the Hillman Minx (6.63 to 1 compression, 37 b.h.p.); the Triumph Mayflower (6.8 to 1 compression, 38 b.h.p.); and the smaller and lighter Austin A.30 (o.h.v., 6.5 to 1 compression, 30 b.h.p.). If one did not wish to go up to 7.25 to 1 with a Ford Ten, one could use a thin ½ in Klinger gasket, which raises the compression from 6.1 to 1 to 6.4 to 1.

I have driven a car with the compression raised in this way, to this degree, and the performance increase from standard was apparent, although I had no before-modification stop-watch figures. This gasket has an interwoven wire mesh, and is strong, an important point when using thinner gaskets in an engine which, as is the case with the small Ford, has very narrow spaces between cylinders. The use of an Anglia head is a makeshift, and a special head would be better. But some that I have seen were very rough and unfinished.

Before any modification comes the removal of those little inefficiencies common in all cheap production engines, such as the ill-mating manifold, or the gasket which sticks out internally. Attending to my own manifolds, I found that the gasket between carburettor and induction manifold protruded into the passage to a surprising degree: with a sharp penknife I pruned off two quite substantial crescents of gasket material.

When a small car owner such as myself occasionally regrets not having a big car, it is not, I think, dimensions and space and weight he wants. It is big car acceleration, big seats, the level ride of a big car and its stability. I have drawn very near to these attributes, but one thing is still lacking, and that is the sense of easy, effortless progress of a large car with its slowly turning engine, which is soothing. A sturdy and lively, but rather fussy little engine communicates fuss to the driver. My next campaign will be not to eliminate high r.p.m. with an over-drive, which is unfortunately unobtainable, but to try to conceal them from myself with more silencing provisions.

Disconnected Jottings

BY THE SCRIBE

Drawing by Barry Appleby

Disapproval

YOU remember Reg Parnell's epic drive in the Mille Miglia? His throttle was wide open, and he finished the race by switching the engine on and off in order to change gear—a remarkable adaptation to circumstances at the speeds involved. What I liked was his comment, retailed to me by a colleague who talked to him. "If that's this perishing two-pedal control, I don't think much of it."

♦ ♦ ♦

Tow-ropes

ONE of my colleagues has fallen for a chain-link tow-rope which he feels is going to be the cat's whiskers the next time he lands in a ditch; the rest of us are waiting for one of the chain links to break. Myself, I carry a length of good new Manila on the more adventurous journeys, because I am happier with ropes than with chains. A round turn and two half-hitches are the work of a moment, and are unlikely to damage the anchorage-point when the strain is taken. I never quite know how to fix a chain to anything.

♦ ♦ ♦

Lady in the Rain

DRIVING along in a thunderstorm the other night I looked right and left in case anyone was sheltering from the rain, because I had a spare seat. In fact, however, it had almost stopped raining and this caused me to pass a woman who was walking in my direction without offering her a lift. Twenty yards later I felt mean at having done so, and about half a mile farther on I very much regretted it, for I ran into that wall of rainwater which only a thunderstorm can provide. But it was too late to do anything about it then. Let us hope she was almost home.

♦ ♦ ♦

Screw Loose

ON Whit Monday I had an important engagement, and I had put my car in the garage on the Friday night before the holiday week-end with everything in working order. The engine started at the first touch of the switch, and died almost immediately. Funny, I thought, but as I had pushed the choke straight in I felt that I had been a little previous. A second press had no result except a spinning engine under the influence of the battery.

In view of the weather, it was a reasonable certainty that fuel starvation was the cause, for condensation was out

of the question, and the earlier brief start suggested that the ignition was in order. Removal of a union showed, indeed, that no fuel was coming through from the mechanical pump. And I had no repair kit, and it was Whit Monday, and I was in a very small town.

The panic soon subsided because on this particular Bank Holiday one of the garages in the town was at full service strength, and although they had no repair kit they had some spare diaphragms. I took them gratefully and returned to the immobile car, opening the bonnet and getting out the spanners. The screw in the cap of the petrol pump was rather less than finger-tight.

It was a good moment; I tightened it and pressed the starter and the engine fired as soon as the petrol had been pumped through the line. I wonder how long one might spend before stumbling on such a tiny cause of an unstartable engine?

♦ ♦ ♦

Best Intentions

DRIVERS often, with the best intentions, do embarrassing things, and I was nearly caught the other day by just such an occurrence. My car had come up behind another that was travelling quite fast and I could see that the driver was aware of my presence and readiness to overtake. However, there was another car coming in the opposite direction, so I stayed astern, still travelling quite fast, to await the opportunity. As the other car passed the driver of the car I was waiting to overtake took her foot off the throttle pedal and braked to make my task easier. Of course, it doesn't, and as my car was already accelerating I cleared her rear wing by not more than a foot. It was all well meant, but not really helpful.

♦ ♦ ♦

Blitz

LOTH to turn the radio off and miss Dvorak's "New World" symphony, which Paris was providing as a relief from the B.B.C. cricket ("rain stopped play"), I watched the lightning flickering across the Chertsey horizon with some sourness. It was providing percussion on my loudspeakers in places where Dvorak had no intention of putting it, and I was wondering about its effect as I passed through the middle of the storm. I think it is agreed that a car has a Faraday cage effect, and that lightning striking a car discharges over the surface into the earth but does not harm the occupants. A most unpleasant experience, I am

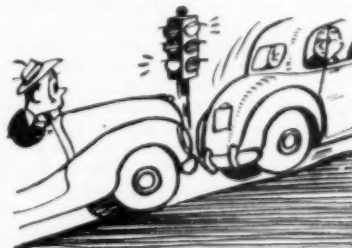
sure, without wishing to try it. The set is "earthed" only in effect, so that the switching on of the radio should not provide the lightning with any better path to earth than it already has, but the raised aerial might have the effect of inviting a Faraday cage demonstration where otherwise the flash might pass to earth a few yards away.

But the noise became so dreadful that I had to lose the symphony and I fell to recalling an old uncle of mine who was underneath an elm tree when it was struck. He was knocked unconscious but with no visible injury.

♦ ♦ ♦

Next in the Queue

IF you are following an obviously incompetent driver who is being brought to a stop by a traffic light on a steep slope, and who will, therefore, roll back on restarting for a certainty, what are you to do? Go close up behind him so that you arrest his backward progress with your bumper before he can hit you hard enough to hurt, or stay well back and risk him coming into you with a hefty clout? I am afraid I take the line of nil resistance, and keep so far behind that someone else comes round and enters the sacrificial space in the queue. It is a nuisance to have to make such allowance, though.



Incompetent.

♦ ♦ ♦

Philomel

ON one of those close, hot evenings following the Whitsun heat wave, we walked into local woods to hear the nightingale. Actually, the "woods" are sparse forest trees with much young stuff and thicket in between, and thus ideal for the night songster. We caught up with him, though, in the noisiest corner of all, where the minor road through the woodlands joined the main road from the north to the south, up and down which there is heavy traffic. The nightingale seems to prefer a bit of a racket round him when he is singing at his best, and this one carolled on without the slightest notice being taken of coaches, cars and heavy commercial vehicles passing so close. When I was younger, we lived in a really remote part, and in those days traffic after 10 p.m. usually consisted of footsteps. Yet I never heard the nightingale so frequently then as now, in spite of many deliberate expeditions to do so.



Crystal Palace International Car Races

SPORTS CAR SCRATCH RACE

1st CLIFF DAVIS *Tojeiro* 66.72 m.p.h.

and 2nd 3rd and 4th

CORONATION TROPHY

1st TONY ROLT *Connaught* 70.78 m.p.h.

(entered by R. R. C. Walker)

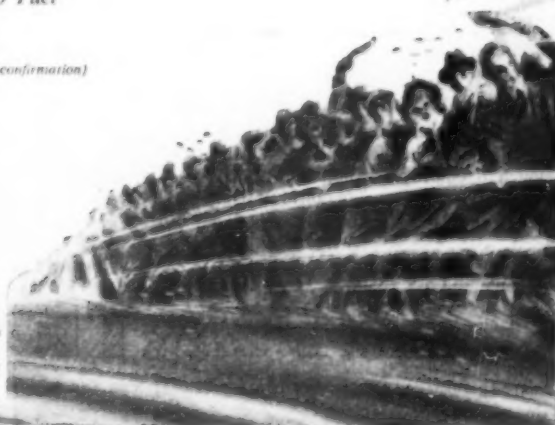
using *Esso Fuel*

(Subject to official confirmation)

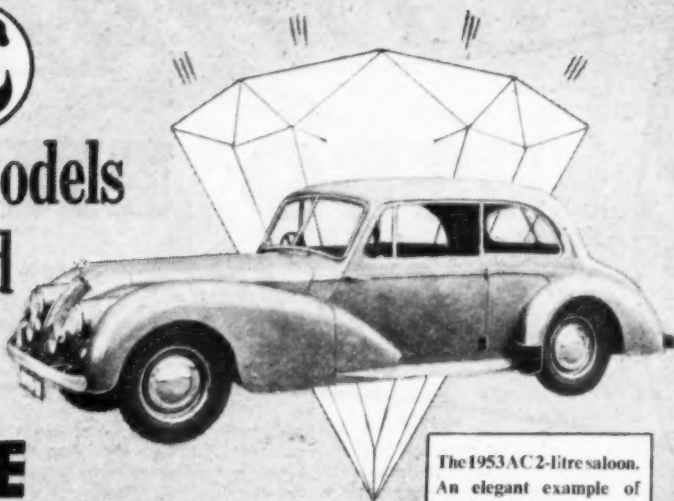
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Car-Plate is a thin wax liquid — that's why it spreads on easily and dries quickly. It bonds to the surface and forms an unbroken film of tough wax. A light wipe removes the haze and reveals a brilliant diamond-shine. There is *positively no rubbing* when you use Car-Plate. And that smooth film of protection lasts month after month. Water can't penetrate it . . . dirt can't cling to it. Car-Plate is complete protection against sun, rain and grime.

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Car-Plate won't clean off dirt. That's why you must clean before you wax with Car-Plate. Ordinary washing is not enough to remove grease and dead-paint. Do this cleaning job with Johnson's Carnu. It's quick, sure and absolutely safe —

leaves the surface *super-clean* — perfect for a Car-Plate waxing. Carnu is an excellent cleaner too, for chrome and glass.

Change to Car-Plate and see the hours it saves . . . the brighter, longer-lasting shine it gives. It's economical too! One tin will wax at least three cars. Try it today!

PROVE FOR YOURSELF HOW CAR-PLATE PROTECTS— BY MAKING THIS SIMPLE "RAINDROP" TEST



1 Unwaxed surface — note how water spreads — soaks into the finish.



2 Surface waxed with Car-Plate — note beading-up of raindrops.

Just wipe off any surface dirt or dust from your Car-Plated car and see how the raindrops 'bead up' on the clean waxed surface. Water cannot soak into the finish to do its hazing, dulling work. If water 'spreads' on your car, you know it needs a Car-Plate waxing.



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NEWS and VIEWS

Two-way Quotas

CARS to the value of £2,700,000 will be imported into Western Germany during 1953 from the United Kingdom, in return for which this country will import German cars to the value of £2,000,000. Suitable quotas for spares are also being established. Comment on this announcement by the Board of Trade will be found on page 749.

Bath and West Show

A SPECIAL leaflet with a map has been prepared by the R.A.C. for motorists who attend the Bath and West agricultural show which will be held this year at Bath (June 3-6). The leaflet can be obtained free from the R.A.C. office at 6, Whiteladies Road, Bristol, 8, or from the head office at 85, Pall Mall, London, S.W.1.

April Output

AFTER two years of lower figures, manufacturers' output in April reached a rate that has not been equalled since November, 1950, which was a record year. During the April period of four weeks, 44,000 cars were produced, just over 1,000 a week more than the average weekly output during the first quarter of the year.

Reshuffle in India

GOVERNMENT plans for car manufacture and assembly in India are likely to cause a furore in the motor industries of the world. These plans were announced on May 31. The stated aim is to encourage motor transport by price reduction through rationalization, and to pave the way for a wholly Indian car.

Import duties on components, hitherto about 63 per cent, have been reduced to 40 per cent, and 1956 has been set as the year by which at least 50 per cent of components used by the assembling firms must be made in India. Only five assembly firms have been chosen to continue, seven others having been given a three-year interval in which to close down or to turn to other work.

The five firms are Hindustan Motors (Nuffield and Studebaker), Premier Automobiles (Dodge), Automobile Products of India (Rootes), Standard Motor Products of India (Standard) and Ashok Motors, Ltd., who will concentrate on the manufacture of a baby car.

Seven firms who will have to cease assembly are Dewars of Calcutta, the French Motor Company of Bombay, General Motors, Mahindra and Mahindra, Addison and Company, Ford, and Peninsula Motor Company. Dewars and Mahindra will be permitted to assemble Land-Rovers and Jeeps.

No change has been made in the duty on complete imported cars.



The Duke of Edinburgh recently drove this Armstrong Siddeley Sapphire from the Hawker company's factory at Kingston-on-Thames to the airfield, at Dunsford, Surrey, where he saw a Hawker Hunter flown through the sonic barrier by Mr. Neville Duke.

Air Ferry Planes

NEW Bristol Superfreighter aircraft have been put into service by Silver City Airways. The new aircraft can carry three cars and twenty passengers, compared with the two cars and twelve passengers of the earlier freighters. Six of the new aircraft have been ordered and three have already been delivered and are in use on the Lympe-Le Touquet, Lympe-Ostend and Southampton-Cherbourg ferries. The air ferry service from London (Gatwick airport, which is on the Brighton road south from London) to Le Touquet has now been started and the Superfreighters are used exclusively. The company expects shortly to be flying to France every fifteen minutes from dawn to dusk.

Coronation Honours

ONE of the new peers in the Coronation Honours List is Sir Peter Bennett, joint managing director of Joseph Lucas, Ltd. Sir Peter has been Unionist M.P. for Edgbaston since 1940 and was Parliamentary Secretary, Ministry of Labour and National Service, in 1951-52. The Hon. F. J. Hopwood, managing director of the Shell Transport and Trading Co., Ltd., becomes a Knight Bachelor, and Sir G. S. Maginness, chairman of the Churchill Machine Tool Co., is awarded the K.B.E.

In the aircraft world, Mr. T. O. M. Sopwith becomes a Knight Bachelor, as does Mr. Sydney Camm, director and chief designer of Hawker Aircraft.

FRENCH TECHNIQUE

WITH a view to road safety, an interesting experiment is now being carried out in the use of the French police in an educative rather than a repressive capacity. The police appear to have reached the conclusion that the great majority of accidents are caused by ignorance or carelessness. Instead of trying to stamp out these defects by fines and imprisonment, the interests of the nation will be studied by a vast system of education, under which the police will be the professors. This presupposes competence on the part of the police—a knowledge of motoring technique, as well as driving experience.

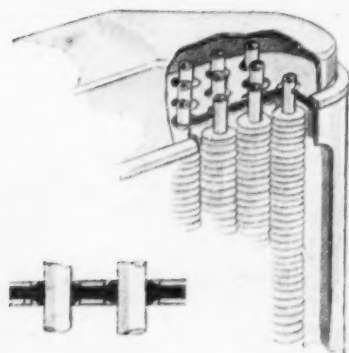
Important areas have been mapped out for application of the educative campaign. In the district around Paris 160 observation posts were installed and 400 gendarmes and 90 motor cyclists were mobilized. Where traffic is most dense, radio cars are used. A case of dangerous or reckless driving may be observed. A message is then flashed down the road to a second car with the result that on reaching it the delinquent can be stopped. Instead of a summons, however, his mistake would be pointed out, the danger

to which he had subjected both himself and other road users would be pointed out, and he would be given a pamphlet illustrating a series of the most common and most dangerous driving faults.

In addition to the Paris district, the main road from Lyons to Grenoble was selected during the Easter holidays for radio car control. In all cases the technique was the same; a message was transmitted, the car in question was stopped, its driver was lectured, but no summonses were issued.

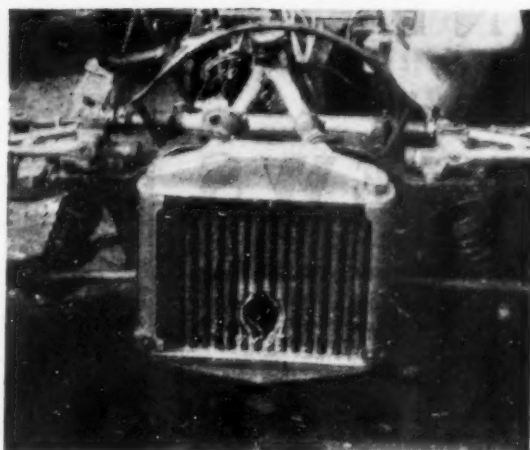
It might be objected that the educative campaign will allow the hardened offender to escape. While admitting that this is possible, the French police point out that the educative campaign does not deprive them of any of their judicial powers and that the really reckless driver will soon be revealed and suitably dealt with. At the same time the great mass who have broken the rules only by ignorance, carelessness or momentary inattention, are much more likely to be impressed and reformed by firm, judicious advice than by legal proceedings before a bench of magistrates. The psychological effect appears to have proved considerable.

Radiator with Removable Tubes



A corner of the Winn radiator used on the Cooper-Alta, showing the ends of the cooling tubes inserted in holes in the plate, of rubber bonded to metal, which forms the bottom of the header tank.

There are three rows of cooling tubes in the Cooper-Alta's radiator. The side pieces welded to top and bottom tanks complete an oblong frame which relieves the tubes of all structural duties.



A NEW kind of radiator, which has removable and renewable tube elements, set in rubber, is making its first appearance in the car world in the Cooper-Alta built for Stirling Moss. Besides its light weight—that one weighs only 10½ lb and is made of aluminium alloy—the radiator has the advantage that a damaged tube can be removed quickly by hand and a new one fitted, even during a brief pit stop. Steel, copper and brass have been used for commercial transport and industrial cooling applications.

Rubber Seals

Each of the top and bottom plates, which receive the tubes, has a sheet of rubber bonded to one side. Holes are punched to receive the ends of the tubes; owing to the momentary deformation of

the rubber as this takes place, these holes take a slight taper, which makes entry of the tubes easy, while the rubber springs back a little to make a tight fit for the tubes. A special mix of rubber is used, synthetic enough to resist oil and ethylene glycol anti-freeze, and natural enough to retain its springiness. If the centre of a tube is taken in the hand and pulled, the tube curves and the ends come out of their holes; a new tube is curved, and straightened into place, entering the ends in the rubber holes. The cooling fins on the tubes are a continuous spiral, like a screw thread, each fin being initially one long strip, but "frilly" Clayton-Dewandre wire fins have been used as an alternative in some radiators. Each rubber-covered plate has, laid over it, a plain metal plate with matching but larger holes, and the flanged edges of top and bottom tanks

are rolled round the edges of the plates, holding them firmly together. A complete radiator has side members welded to the top and bottom tanks, so that all the structural strength is in the form of an oblong or square frame. Apart from the very light weight, this form of construction renders the radiator impervious to vibration and distortion; it is quite possible to spring the frame and misalign the top and bottom tanks with no effect whatever on the tubes and their seals.

The impression was gained, during a visit to the makers, Winn and Son, Ltd., Milton Street, Maidstone, Kent, that such radiators are easy to produce and assemble, and would, therefore, in large-scale production compare favourably in cost with a normal radiator having a soldered element.

The Eternal Triangle

A NEW Technicolor film whose heroine is a 1904 Darracq has recently been released by the J. Arthur Rank Organization. The film begins with the preparation of the heroine "Genevieve" for her big day, the Brighton Run, by her owner Alan McKim (John Gregson). But his wife Wendy (Dinah Sheridan) does not feel quite the same about cars, and one witnesses the differences between a husband and wife when her rival lives next door in the garage. The comedy develops well, and it is soon obvious that the car interest is going to win by a long way, especially with the help of Ambrose Claverhouse (Kenneth More) whose interests are confined to his 1904 Spyker—also running in the Veteran Car Run—and his girl friend Rosalind (Kay Kendall).

The run to Brighton and a race back are the theme, and the incidents that occur will delight all motoring enthusiasts, but the film has very great general appeal, even to—well—pedestrians! For car owners who have "wife versus car" trouble this would be an excellent film to take them both to (but it puts the wife's point of view very well!).

Students of the veteran era need have no doubts as to the technical veracity of the film—the Veteran Car Club of Great Britain was called in to see to this side of the production.



While making a détour to avoid a flock of sheep, the 1904 Spyker gets bogged in a watersplash. Ambrose Claverhouse (Kenneth More) is seen urging his elegant passenger (Kay Kendall) to "Get your shoulder into it! Harder! Harder!"



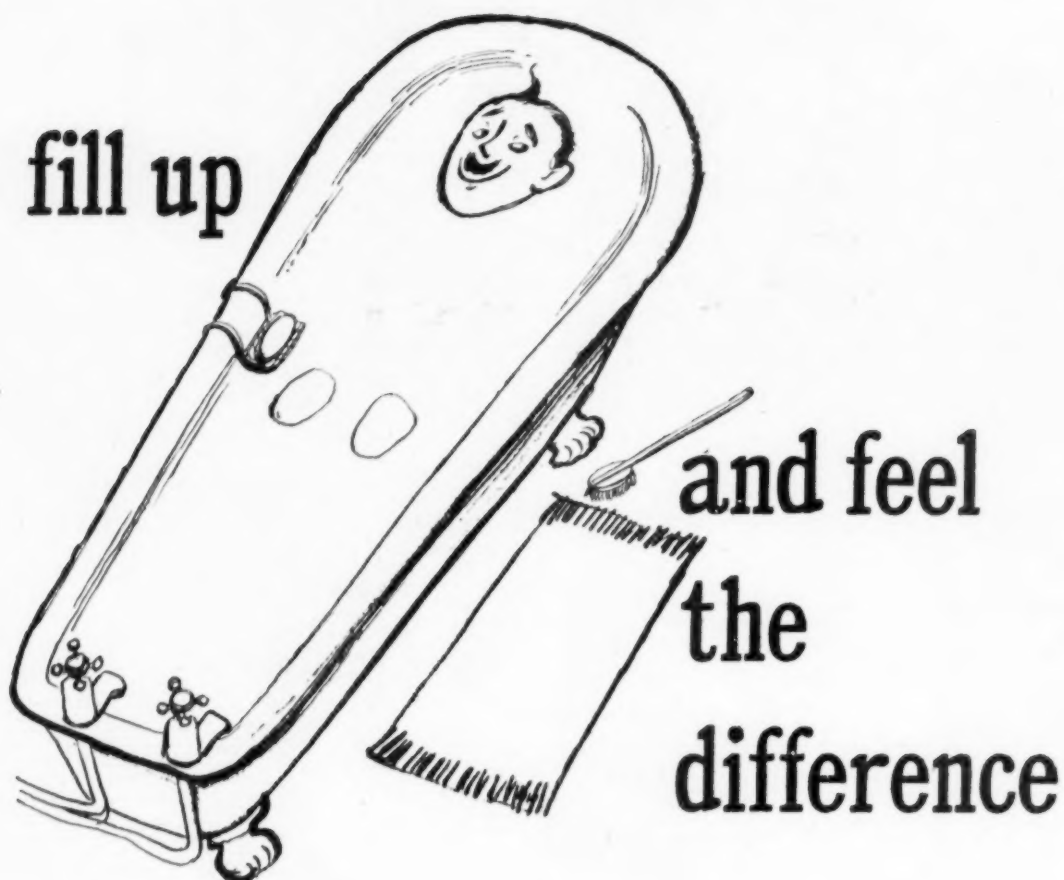
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Smoot's 7/52



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YOU CAN BE SURE OF





HONOURS IN A HARD-FOUGHT EVENT EVENLY DISTRIBUTED

K. D. Fraser's Series TD M.G. Midget negotiates the parking test at Gleneagles on the third day of the rally.

Coronation Scottish Rally

LAST Thursday the eleventh Scottish Rally finished with the prize distribution at the R.S.A.C. club-house in Glasgow. Honours were evenly distributed amongst the various classes and there was no general classification.

As usual, the rally was remarkable for the friendly sporting spirit which pervaded it, and which was much in evidence in the prize distribution and dance that formed a fitting conclusion. Prizes were presented by Mrs. Alexander Frew, wife of the chairman of the club, and speeches were kept commendably short by Tom Forrest, convener of the competitions committee; George Goudie, "A. K." (Stevenson), the popular secretary of the R.S.A.C. and clerk of the course, and Stanley Barnes of the R.A.C. Dancing went on with true Scottish verve until the small hours, when the strains of Auld Lang Syne set the final seal on the event.

As was recorded in *The Autocar* last week, the first day's run from Glasgow to Gleneagles took place largely in a cloudburst. This added to the difficulties of the route of 222½ miles, which took the competitors up Rest and be Thankful to Inveraray and round the shores of Loch Awe to Dalmally, then by Crianlarich and Killin to Kenmore, over Amulree—rough as ever—to Crieff and so to Gleneagles.

Wet

Difficulties started early on, because Mrs. Vaughan's Jowett Javelin failed even to arrive at the first test, and was reported to have had its engine flooded. A. P. Warren also missed the turn off the main road to the first test at the "Wee Rest"—unable to see the rally arrow in the driving rain—and sent his 2½-litre Riley speeding up to the Rest itself, where he discovered his error and had to return.

The first test was a restart on a gradient of about 1 in 7, and a shoe with electrical contacts was placed behind a wheel so that more than ¼ in rearward movement rang a bell, which meant "no marks." Even experienced drivers were amongst the 46 who failed to gain the 10 marks for a successful restart; hand brakes which do

not hold on a steep gradient were a fruitful cause of lost marks.

The second test was a timed climb of the Rest proper, with 20 marks to the fastest car in each class, and the loss of 1 mark per second to slower cars. Those who shone in the different classes were N. T. Lithgow in his 1,496 c.c. H.R.G., Rex Neate's 1,496 c.c. Riley, N. Campbell Blair's 1,971 c.c. Frazer-Nash, John Melvin's 2,267 c.c. Sunbeam-Talbot, C. M. B. Kite and J. H. Cunningham both on 3,442 c.c. XK120 Jaguars, and P. S. Hughes' 4,375 c.c. Allard. Driving was a matter of seeing the road in the rain and mist, or guessing where it was, mostly the latter. A. Stross made a bad guess and took his 2½-litre Riley on to the grass at the hairpin. Charles Sleight gave his XK120 so much gun that he had wheelspin which threw great fountains of water into the air. Tom Forrest and Willie Gordon, timekeepers on telephone duty, had nasty shocks from their instruments as the lightning flashed. Eventually Gleneagles was reached and George Wood's 3,622 c.c. Allard and J. O. Grieve's 1,496 c.c. H.R.G., Hugh Galt's

918 c.c. Morris and D. H. Reardon-Smith's 1,971 c.c. Frazer-Nash were penalized 30 marks for failing to have route books stamped at a control. N. Campbell-Blair's Frazer-Nash failed to arrive, Mrs. Lorna Snow's white XK120 was battle scarred at front and right side, Bill Maiden's Aston Martin was out with a derangement in the gear change mechanism. But everyone seemed to have enjoyed the run in spite of the weather.

Gone to Earth

Another casualty proved to be the Jowett of Frank Grounds, which, with the petite Lola at the wheel, caught a soft patch at the side of a ditch and was dragged in before avoiding action could be taken. A. C. Westwood's Dellow also had 39 penalty marks and W. K. Stewart's H.R.G. lost 33 marks.

The second day's run of 306½ miles took the cavalcade through Glencoe, where the fast XKs recorded some three-figure speeds, to Onich, Fort William, Fort Augustus, Foyers, the Inverfarigaig

Sheila Van Damm's Sunbeam - Talbot, with volumes of smoke issuing from the tyres, comes to rest in the braking test at Taymouth Castle.



Coronation Scottish Rally continued

corkscrew, Kingussie, Trinafoer, Kinloch Rannoch to Taymouth Castle for a braking and reversing test; then by Aberfeldy and Crieff back to Gleneagles. But right at the beginning of the day's run came a regularity test over a distance of 14 miles which had to be covered at a set speed. First man drew from a number of sealed envelopes one containing a set speed, which turned out to be 26 m.p.h.

Speedometers had been checked, stop watches were started, charts had been prepared by slide-rule wallahs. But included in the 14 miles were cross roads with a "halt" sign; and, sad to relate, there were 51 competitors who failed to halt and were accordingly docked 5 marks. Eyes were so intent on speedometer and stop watch that many could hardly credit the existence of that halt sign!

Taymouth Tests

Best performances in the braking and reversing test at Taymouth were made by Dr. C. R. Hardman on his Dellow, B. W. Fursdon on his little 748 Renault, Andrew Hutchinson's 918 Wolseley, J. H. Ray's 2,088 Morgan, Warren's 2,443 Riley, A. Stross' sister car, John Melvin's Sunbeam-Talbot, Kite's XK120, and Hughes' Allard.

Results of the day's runs were got out promptly each evening and the R.S.A.C. deserves great credit for its organization, which kept interest at fever heat. Never before were so many figures added up by so many people to give so many different answers! Tom Hague and wife Kay, both on 1,496 Rileys, were having a terrific duel with one mark in favour of the female of the species, although finally Tom ended up one mark ahead.

For the third day's run of 308½ miles the route took the rally north to Cairn o' Mount for a restart and acceleration test on the S bend of the hill. But as they moved off from Gleneagles they had first to undergo a parking test into three garages, of which the first two were cunningly placed so that very little space was left as the front of the car swung round. But only 18 lost marks by fouling pylons, which says much for the standard of driving.

Casualties there were, however, for Jimmy Gibbon found the reverse gear of his Rover had completely disappeared. It proved to be nothing worse than a strained selector which was quickly put right. Dr. Hardman, however, on his Dellow, was more unfortunate, for the innards of the gear box disintegrated. Best performances in the various classes were Westwood's Dellow, Fursdon's Renault, Ray's Morgan, Fred Marsh's Healey, Cunningham's XK120, and Arnold Rayner's Austin A.90.

At Cairn o' Mount restart test star performers were Grieve's H.R.G., Mrs. Kay Hague's Riley and Sir Derrick Verner's H.R.G., all in class 1, Neate's Riley in class 2, Ray's Morgan in class 3, Warren's Riley and Marsh's Healey in class 4, Kite's XK120 and Cunningham's XK120 in class 5, although Charles Steigh's XK120 provided the fireworks with a well-held but fierce slide on the hairpin, and John Hally's XK120 coupé in class 6, with Miss Jessie Steigh's XK120 coupé a very close second.

Even then the trials and tribulations of the day were not over, for on arrival back at Gleneagles there was an acceleration and brake test on a slight down gradient. Whether everyone was tired or not there were no fireworks, and only four drivers incurred penalties for fouling pylons.

Better Weather

Thursday morning dawned bright and sunny, a welcome change after the appalling Monday and indifferent Tuesday and Wednesday. The route was a short one of only 138½ miles, and led first to Taymouth over the rough Amulree climb; on the descent to Kenmore a certain amount of baulking took place as cars with small ground clearance crawled slowly over the roughest patches.

At Taymouth came the braking test, cars having to cover distance A to B at a minimum of 30 m.p.h. and a maximum of 35.3 m.p.h., and then stop as a red light changed to green, the braking distance being measured. This was a tricky test, for the time margin over the 60 yards from A to B was small, and many erred by being too slow. The surface was rough macadam, and, as the cars



Awaiting the signal to start; John Somervail's Austin A.90 on the Cairn o' Mount restart and acceleration test.

slid to rest with all wheels locked, clouds of blue rubber smoke drifted slowly away.

In this test the usual 20 marks for best performance in each class were not awarded, the best performance of the whole entry alone receiving 20 marks. The effect of this was catastrophic, because D. J. Morley, in class 6, somehow just hit things off with such precision that he outshone the others to such an extent that only six other drivers obtained any marks at all! Mitchell's H.R.G. and Organ's Jowett got 10 marks, Hoyle's Morgan obtained 3 marks, A. B. Fraser's Sunbeam-Talbot just got 2, Buchanan's Riley had 5, and R. L. Sharp's Sunbeam-Talbot received one solitary mark.

From Taymouth the return to Glasgow was made by Glen Lyon, Killin, Kilmahog, and the Trossachs, followed by a secret section in which navigators had to ensure that two checks were visited in correct order. In Glen Lyon Mrs. Barclay's 2½-litre Riley somehow slid partly off the road, but was lifted bodily back by following competitors.

Finally the survivors threaded their way through Glasgow's beflagged streets back to Blythswood Square. Of 133 starters on Monday 15 had retired by Thursday, and many of the finishers showed signs of the hard going encountered in 976½ miles of Scottish roads. But all had enjoyed the Coronation Scottish Rally, which by popular acclaim was one of the best yet. And now for next year's Scottish!

Provisional Results

Open cars: Up to 1,500 c.c.: 1. Cooper-M.G. (P. D. Dundas); 2. Riley (T. B. Hague).

1,501 to 2,500 c.c.: 1. Morgan (J. H. Ray); 2. Healey Roadster (P. G. Davis).

Over 2,500 c.c.: 1. Jaguar XK120 (J. H. Cunningham); 2. Allard (M. Wick).

Closed cars: Up to 1,500 c.c.: 1. Riley (R. Neate); 2. Wolseley (A. Hutchinson).

1,501 to 2,500 c.c.: 1. Healey (P. M. Marsh); 2. Riley (A. Stross).

Over 2,500 c.c.: 1. Allard (P. S. Hughes); 2. Jaguar (J. Hally).

Team prize: South of Scotland—Cooper-M.G. (P. D. Dundas), Jaguar (P. Denham Cookes), Allard (Dr. J. Watson).

Ladies' prize: Open car: Riley (Mrs. K. Hague).

Closed car: Sunbeam-Talbot (Miss S. Van Dam).

Members' prize: Lady: M.G. (Miss A. Balfour).

Gentleman: Jaguar XK120 (P. Denham Cookes).

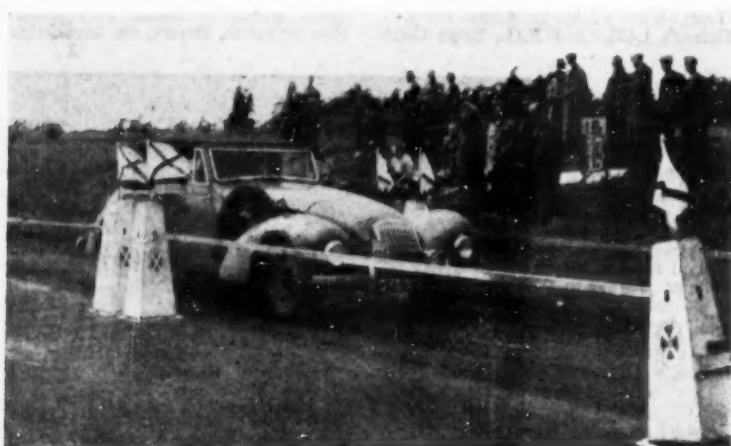
Furth of Scotland: Jaguar XK120 (D. O'M. Taylor).

Pre-war prize: Jaguar XK120 (M. H. Lawson).

Novice prize: Riley (P. D. Malloch).

S.S.C.C. prize: Lady: Sunbeam-Talbot (Miss M. Walker).

Gentleman: Cooper-M.G. (P. D. Dundas).



P. S. Hughes' Allard in the braking test at Gleneagles on the evening of Wednesday, the third day.

another win on **K·L·G**

CRYSTAL PALACE INTERNATIONAL CAR RACE MEETING 25th MAY

SPORTS CAR RACE

1st	F. C. Davis	-	-	-	-	TOJEIRO
2nd	H. A. Mitchell	-	-	-		FRAZER-NASH
3rd	C. A. S. Brooks	-	-	-		FRAZER-NASH

CORONATION TROPHY RACE

2nd	Ken Wharton	-	-	-	COOPER-BRISTOL
3rd	P. N. Whitehead	-	-	-	COOPER-ALTA

500 C.C. RACE

2nd	R. G. Bicknell	-	-	-	ERSKINE-STARIDE
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(Subject to official confirmation)



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THE CORONATION TROPHY

Crystal Palace May 25th



1st

A. P. R. ROLT

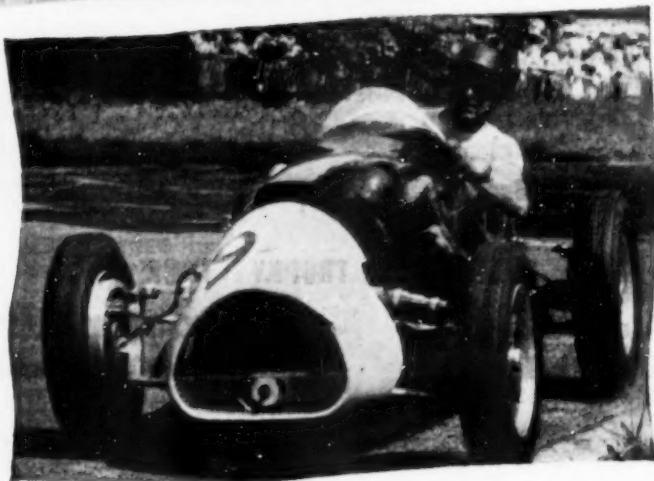
CONNAUGHT

(R.R.C. WALKER)

2nd

K. WHARTON

COOPER-BRISTOL



SPORTS CAR RACE

1st

F. C. DAVIS Tojeiro

FORMULA 1 EVENT

1st

A. G. WHITEHEAD E.R.A.

2nd

R. SALVADORI Delage
(R.R.C. Walker)

(Subject to Official Confirmation)

All these cars used

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No. 1,499: FIAT 1100 SALOON



Clean lines and the absence of projecting fittings result in almost complete absence of wind noise. The large areas of the flush-sided body are cleverly broken up by mouldings. Wrap-round bumpers and over-riders give adequate protection to both ends of the car.

The Autocar ROAD TESTS

THOSE who knew the famous Balilla Fiat will naturally expect much of its latest descendant, the new 1100. They will not be disappointed, for although it remains a small car, if judged by engine size and its actual overall dimensions, it affords really comfortable accommodation for four adult passengers of normal stature and at the same time possesses an impressive degree of performance.

Its immediate predecessor, the 1100, was introduced in 1937, but was itself a descendant of the Balilla of 1932, which had a 995 c.c. side-valve engine developing 20 b.h.p., and only three speeds. In 1934 the engine size was the same but its output had been increased to 24 b.h.p. and it had been given a four-speed box. In 1937 a new 1,089 c.c. overhead valve engine developing 32 b.h.p. made its appearance, also having a four-speed box, and the car blossomed out with independent front suspension. This was officially the Model 508, but it was popularly known as "the new Balilla."

From this and successive 1100 models, modified only slightly as the passage of time demanded, the present car was derived, and it has many new technical features. Of these one of the most important is the integral construction, which is largely responsible for a saving in weight of 220lb. At the same time passenger space has been appreciably increased, the passengers sitting within the wheelbase, although the overall length has been reduced. Also the engine, although of the same size, has been redesigned, and has a counterbalanced crankshaft, and improved carburation and fuel feed, resulting in the maximum output being increased to 36 b.h.p. A new rear axle with hypoid bevel final drive has also been adopted and allows the size of the propeller-shaft tunnel to be much reduced, as well as giving quieter operation.

It was recently possible through the co-operation of the Fiat company to carry out a Road Test of one of these cars in the country around Turin, Milan and Brescia. The first surprise was the amount of luggage space available in the locker, despite the fact that the spare wheel is accommodated therein, being carried on a bracket which supports it on the right-hand side of the car, close to the top of the compartment. A large suitcase took up only a little of the space available. Later the fifth wheel and test gear were added, but space was still left.

Turin is a busy city with an extensive tramway service and with side roads which are still surfaced with cobble stones. Accordingly, the comfort of the suspension, by coil springs and wishbone links at the front and with conventional half-elliptic springs at the rear, at once became

evident. So did the quietness over bad surfaces of the car as a whole, and its engine's flexibility in busy traffic conditions.

With two men of average stature on the front bench-type seat there are ample elbow room and sufficient head room for the wearing of a hat, and with the seat midway in its 5in range of adjustment the leg room was as desired. The weather was warm and sunny, calling for two or three inches of window opening, and the value of the small fixed transparent plastic panels in the top rear corner of the front doors was appreciated. They prevent the entry of any draught to whistle round one's ears, and tobacco smoke is rapidly abstracted.

On the Turin-Milan *autostrade* the latent possibilities deriving from the low weight of this new model and the increased horse-power of its engine could be realized. As the speed was steadily increased the engine remained quiet and free from any noticeable vibration, until a steady 60-65 m.p.h. cruising speed was being maintained. This pace represents a crankshaft speed of over 4,000 r.p.m., which the engine is apparently prepared to keep up for as long as the driver wishes. As certain kilometre distances on this road are known to be accurate, and are regularly used by Italian manufacturers for test purposes, the opportunity was taken to time the Fiat over them. Times of 29½ sec and 30 sec and 29 sec were recorded, 30 sec representing 74 m.p.h. (119 k.p.h.) and 29 sec representing 77 m.p.h. (124 k.p.h.).

Averaging Capabilities

On one occasion a distance of 50km was covered in 30 minutes, an average speed of 62 m.p.h., and it is emphasized that this was in normal driving and included several reductions in speed for traffic reasons. After this fast run a stop was made to inspect the car; the water temperature was normal, the oil was not unduly hot as evidenced by vapour from the filler cap, and there were no traces of oil leakage at any point.

Another point observed was the small amount of wind noise experienced; even at maximum speed it is quite possible to converse in normal tones. While the road surface concerned at this stage is in general good, there are occasional bad patches over which the car rode at speed in a manner which would have done credit to a much larger vehicle. The only evidence of poor surface was the increase in road noise. Italian country roads of really bad surface were traversed, naturally at much reduced speed,



Horizontal mouldings on the air intake give an impression of lowness to the Fiat 1100 in its current form. The large rear window helps to give good all-round visibility.

ROAD TEST continued

but potholes and rocky outcrops were alike unproductive of any discomfort.

The seating also is comfortable, but gives a rather upright position, while the two-spoked steering wheel is a little high and entails lifting the arms slightly. It does, however, give adequate clearance over the driver's legs and an unrestricted view is had of the instruments through the upper half of the wheel. The steering is light, precise and free from any tendency to oversteer; it self-centres nicely and road reactions are not transmitted to the wheel. The steering column gear lever projects to the driver's right—the car tested had left-hand drive—and its precision of movement without any lost motion is commendable; it ranks high amongst steering column gear levers. On the left side project two small levers, the upper controlling flashing light direction indicators and the lower controlling the main head lamp beams in the usual Continental fashion; both are extremely convenient controls.

The clutch is smooth in action, the pedal requiring only light pressure, and the synchromesh mechanism allows quite rapid changes to be made. If changes are made under power the clutch takes up the drive smoothly but without undue slip. In view of the engine's capacity for high speed the gear box can be used to good advantage in hilly country, and with a normal maximum of 50 m.p.h. available on third gear fast third-gear climbs allow a high average to be maintained.

Hydraulically operated brakes are quite adequate for the weight and speed of the car, and the pedal pressure required is not unduly high. In normal fast driving there was no suspicion of brake fade, nor was it experienced under test

conditions, which are naturally more severe; bearing in mind the natural environment of the car it is not likely that fade would be tolerated by the average Italian owner-driver. An unusual feature in these days is a transmission brake at the rear of the gear box, operated by the hand lever conveniently disposed alongside the front tunnel.

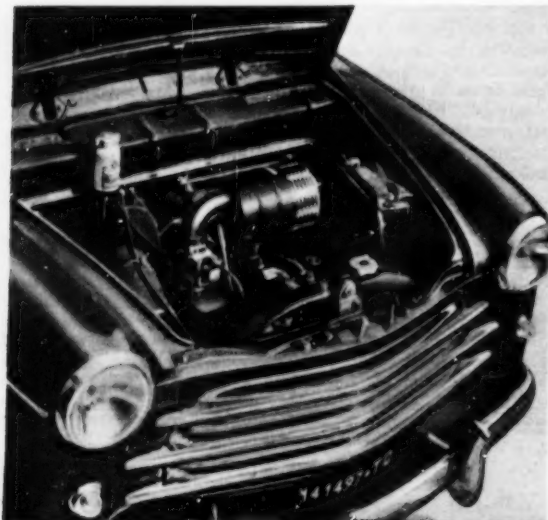
Altogether, the roadholding is such as to inspire confidence, in fast cornering there is little roll and the car maintains its intended course; an anti-roll bar and telescopic dampers inclined inwards control the rear axle and contribute towards stability. Opportunity was taken to try the rear seat ride and for such a small and light car it is unusually comfortable. The seating dimensions are quite adequate for occupants of normal stature even for a long journey, and there is sufficient width for an unusually long-legged passenger to vary his position by sitting somewhat sideways. The propeller-shaft tunnel does not really incommode either front or rear passengers, and it may be regarded as a necessary compromise.

Practical Points

In its details the body is well turned out. The use of rubber floor covering at the front is a practical touch, but carpet is used at the rear. The doors are hinged on the central standing pillars and give easy access to both front and rear compartments, the more so since the squab of the front seat is hinged to fold forward. Spring-loaded body pulls are fitted in the roof above the rear doors and lie parallel with the roof lining when not required, so that they are out of the way. Interior roof lights are mounted in the quarters and elbow rests are provided on the rear doors.

Simply finished to match the exterior, the fascia carries two large dials in front of the driver, hooded to avoid screen

The one-piece bonnet top is hinged at the rear, and the accessibility of the engine and its auxiliaries is excellent. The battery can be seen on the right.



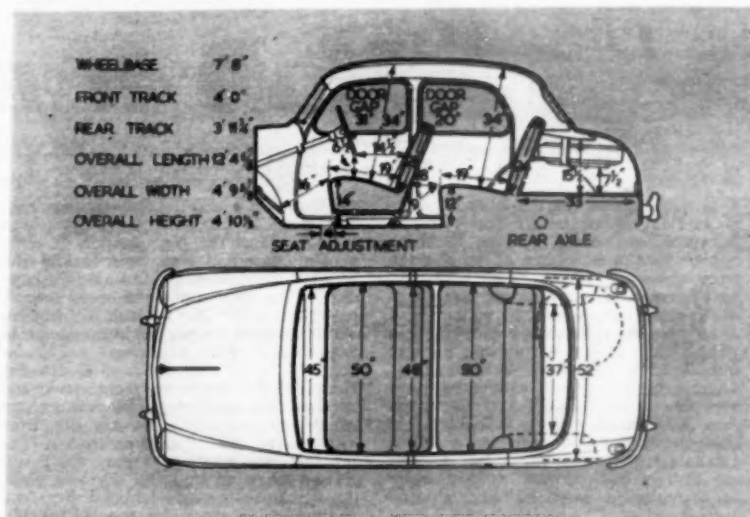
reflections. Below the fascia is a small shelf in front of the driver only. In front of the passenger there is a panel, bearing an ornamental motif, which is detachable for the reception of a radio set. An ashtray is mounted centrally in the fascia and below it are the neatly grouped subsidiary controls and switches; beneath the scuttle is the heater, which also supplies warm air to defroster slots. In the roof peak are a central rear view mirror and two hinged sun visors. A detail indicative of the thought expended on the equipment is the tell-tale for the flashing light indicators; on turning the small bezel of this the light is brightened or reduced by a small rheostat.

Following modern styling, the one-piece bonnet top is hinged at the rear, and is released by an interior control; it also has the usual safety catch. On raising the bonnet easy access is given to the engine, heater, battery and brake fluid reservoir. Fuses, four in number, are located in a

small casing on the bulkhead beneath the fascia in front of the passenger, so that access may be had to them from within the car. The lamps are controlled by a fascia switch and by the previously mentioned steering column lever, which when pushed forward gives only the small lights for city driving or parking, a green indicating light appearing on the fuel gauge dial. When the lever is in the horizontal or mid-position it gives the dipped head lamp beam, and when pulled backwards it gives the full light of the head lamps, which is quite adequate for fast night driving.

Altogether the latest Fiat 1100 is a car of considerable interest, of light weight with a good power-weight ratio for its class and therefore adequate performance, of good road behaviour, and offering comfortable transport for four passengers and their luggage. It must, of course, be judged in comparison with other small cars and not with larger vehicles, if it is to be appraised at its true worth.

FIAT 1100 SALOON



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.
Speed, Gear Ratio and time in sec.

M.P.H.	4.30	6.75	10.23	16.59
	to 1	to 1	to 1	to 1
10-30	15.9	8.9	6.3	—
20-40	15.6	9.1	—	—
30-50	17.6	10.3	—	—
40-60	23.4	—	—	—

From rest through gears to:

M.P.H.	sec
30	7.7
50	19.8
60	32.7

Standing quarter mile, 24.5 sec.

SPEED ON GEARS:

Gear	M.P.H.	K.P.H.
	(normal and max.)	(normal and max.)
Top	(mean) 75.5	121.5
	(best) 76	122.3
3rd	50-56	80-90
2nd	30-35	48-56
1st	15-19	24-31

TRACTION RESISTANCE: 42.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	134	1 in 16.7
Third	201	1 in 11.0
Second	296	1 in 7.5

BRAKES:

Efficiency	Pedal Pressure (lb)
86 per cent	150
66 per cent	100
38 per cent	50

FUEL CONSUMPTION:

36.2 m.p.g. overall for 447 miles (7.8 litres per 100 km).
Approximate normal range 35-40 m.p.g. (8.1 to 7.1 litres per 100 km).
Fuel, Italian ordinary grade.

WEATHER: Dry surface; no wind.

Air temperature, 64 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of March 6, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80
True speed	8	17	27	36.5	46	55.5	65	76

DATA

PRICE (in Italy), with four-door saloon body, 975,000 lira = £540. Not available in Great Britain.

ENGINE: Capacity: 1,089 c.c. (66.4 cu in). Number of cylinders: 4.

Bore and stroke: 68 x 75 mm (2.7 x 3.0 in).

Valve gear: Overhead, push rods.

Compression ratio: 6.7 to 1.

R.H.P.: 36 at 4,400 r.p.m. (B.H.P. per ton

laden, 38.3).

Torque: 50.5 lb ft at 2,500 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 15.8.

WEIGHT (with 5 gals fuel), 16 cwt (1,804 lb).

Weight distribution (per cent) 48 F, 52 R.

Laden as tested: 18½ cwt (2,104 lb).

Lb per c.c. (laden): 1.92.

BRAKES: Type: F, Leading and trailing shoe. R, Leading and trailing shoe.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 9.8 in diameter, 1.38 in wide. R, 9.8 in diameter, 1.38 in wide.

Lining area: F, 51 sq in. R, 51 sq in (108 sq in per ton laden).

TYRES: 5.20-14 in.

Pressures (lb per sq in): 21 F, 23 R (normal).

TANK CAPACITY: 7 Imperial gallons.

Oil sump, 5 pints.

Cooling system, 8 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 34ft (L and R).

Steering wheel turns (lock to lock): 3½.

DIMENSIONS: Wheelbase 7ft 8in.

Track: (F) 4ft 0in; (R) 3ft 11½in.

Length (overall): 12ft 4½in.

Height: 4ft 10½in.

Width: 4ft 9½in.

Ground clearance: 6½in.

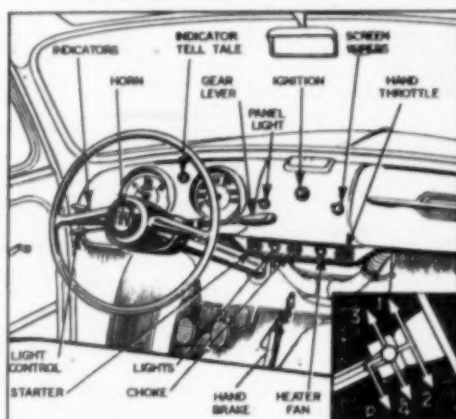
Frontal area: 18 sq ft (approx).

ELECTRICAL SYSTEM: 12-volt; 28 ampere-hour battery.

Head lights: Double dip, 45 watt.

SUSPENSION: Front, Independent; coil springs and wishbone links.

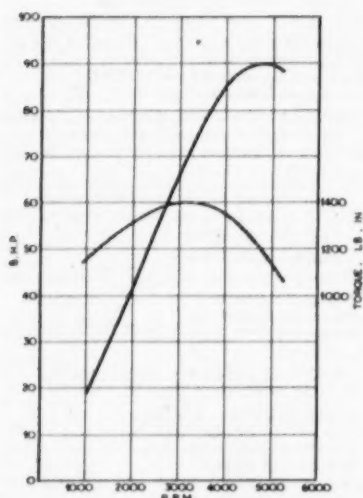
Rear, Half-elliptic, with anti-roll bar.





Sir John Black talking to Ken Richardson as he sits at the wheel of the Triumph sports car in speed trim.

THE



The Standard-built engine develops 90 b.h.p. at 4,800 r.p.m. running on first-grade pump fuel.

IT was recorded in the May 22 issue of *The Autocar* that the new Triumph sports car, driven by Ken Richardson, covered a kilometre at an average mean speed of 124.889 m.p.h. This in itself is no mean achievement for a two-seater sports car powered by an engine of under two litres capacity but, when it is realized that the car has a basic price of around £550, the result is outstanding. There are several cars with a performance that is comfortably over the magic three-figure mark, but Sir John Black has made it very difficult for the would-be purchaser of a sports car to find another car that would provide a comparable performance at anything like a comparable price.

The tests were performed in Belgium on the famous Jabbeke road, a highway of the *autobahn* type with twin tracks and flyover crossings. The road was officially closed and the runs were timed by the Belgian Royal Automobile Club. The complete set of results that were obtained is shown in the tables.

Weather conditions can change very considerably in a quite short space of time in the northern part of Belgium. On Monday, May 18, it was warm and dry;

on Tuesday it was cold with some rain and wind at times, and the glass was falling. Thus the big question of most people concerned was, what would the weather conditions be like on Wednesday? The quiet confidence of the technical director, Mr. E. G. Grinham, and his staff seemed to convey the impression that everything in their hands was well under control. In the early hours of Wednesday morning the team of technicians and mechanics assembled to have a quick cup of coffee before the journey out from Ostend to the Jabbeke road. The weather was kind; at 5 a.m. there was almost no wind and the sky was clear. As we drove towards Jabbeke there was a mist rising from the canals that line some of the roads, but by 6.30 this had cleared and visibility on the section of the road that was to be closed for the tests was perfect; wind speed was almost negligible, a mere 120ft per minute being recorded. By 7 a.m., when the gendarmes were at their posts to close the section used for the tests, the wind speed had increased slightly and was now 200ft per minute at an angle of about 60 degrees to the road. As this is equal to a speed of only just over 2 m.p.h. it was not particularly alarming, and it did not affect the averages very much.

As the neat form of the light-grey car sped down to the pits at the far end of the straight, ready for the start of the first run, the stage was set. Monsieur Lamot was at his station in the timing box and the trip cottons at the mile and kilometre positions were in place. The first run had started. As the car came past the measured section it seemed to be going quite fast but the engine did not sound as smooth as it had on previous occasions, and there were serious expressions on the faces of responsible people as they waited for the result to be calculated: 104.86 m.p.h. for the mile—not bad going for a 2-litre car but not good enough for the officials of the Standard Motor Company. A few minutes later Ken Richardson reported back to the control to tell the worst—a plug lead had slipped off as the car entered the timing section and the car had, in fact, attained a three-figure speed on three cylinders, or 1½ litres!

THE TRIUMPH TRI 2-LITRE SPORTS CAR

I. In speed trim using overdrive, with metal tonneau cover and undershield.

Distance	First run	Second run	Mean speed
1 Kilometre	199.335 k.p.h. 123.060 m.p.h.	202.590 k.p.h. 125.002 m.p.h.	201.005 k.p.h. 124.089 m.p.h.
1 Mile	196.615 k.p.h. 123.454 m.p.h.	200.749 k.p.h. 124.740 m.p.h.	199.711 k.p.h. 124.095 m.p.h.

II. In touring trim with head up, undershield and using overdrive.

Distance	First run	Second run	Mean speed
1 Kilometre	185.054 k.p.h. 115.404 m.p.h.	183.061 k.p.h. 114.245 m.p.h.	184.000 k.p.h. 114.800 m.p.h.
1 Mile	184.509 k.p.h. 114.686 m.p.h.	182.995 k.p.h. 113.700 m.p.h.	183.607 k.p.h. 114.213 m.p.h.

III. In touring trim with head up, undershield but without overdrive.

Distance	First run	Second run	Mean speed
1 Kilometre	180.180 k.p.h. 111.950 m.p.h.	170.697 k.p.h. 106.065 m.p.h.	175.553 k.p.h. 109.950 m.p.h.
1 Mile	179.540 k.p.h. 111.495 m.p.h.	170.050 k.p.h. 105.664 m.p.h.	174.411 k.p.h. 108.499 m.p.h.

With this fault rectified the car toured down to the run-in for the start and a further test. With the news of a speed of over three figures on three cylinders it seemed logical to suppose that something really outstanding would be reached when it was running on four. We were not disappointed; the car sounded very well as it flashed past the group of spectators around the timing box, sounding very much like something jet propelled. For the measured mile the car recorded a mean speed of over 124 m.p.h. While breakfast was being served to the fortunate ones, there was much activity in the pit area where a well-trained team of mechanics removed the metal cockpit cover and converted the car back to normal touring trim, except that the under-shield was still fitted and the bumpers were removed. In this trim, with hood and side screens erected, the car was only 10 m.p.h. slower, covering a mile at over



Watched by the Standard managing director, in the foreground, the car passes the timing caravan on the Jabbeke road and enters the measured mile.

PRICE of SPEED

AN OUTSTANDING PERFORMANCE BY THE TRIUMPH TR2 SPORTS CAR

114 m.p.h.—a very creditable performance.

What is this car really like, and how does it perform under ordinary conditions? In order to answer this question *The Autocar* drove the car after the photographers had taken their last shot of it on the Jabbeke road—in other words, in exactly the same trim as it was for the second and third set of tests but with the hood down, as the mid-day sun was comfortably warm. On the Jabbeke road it is not easy to get a general impression of how a car handles, but from the start the Triumph seemed right. It had a balanced feel coupled with a very definite amount of urge (there was marked acceleration at around 80 m.p.h. in over-drive) a quality resulting from a power

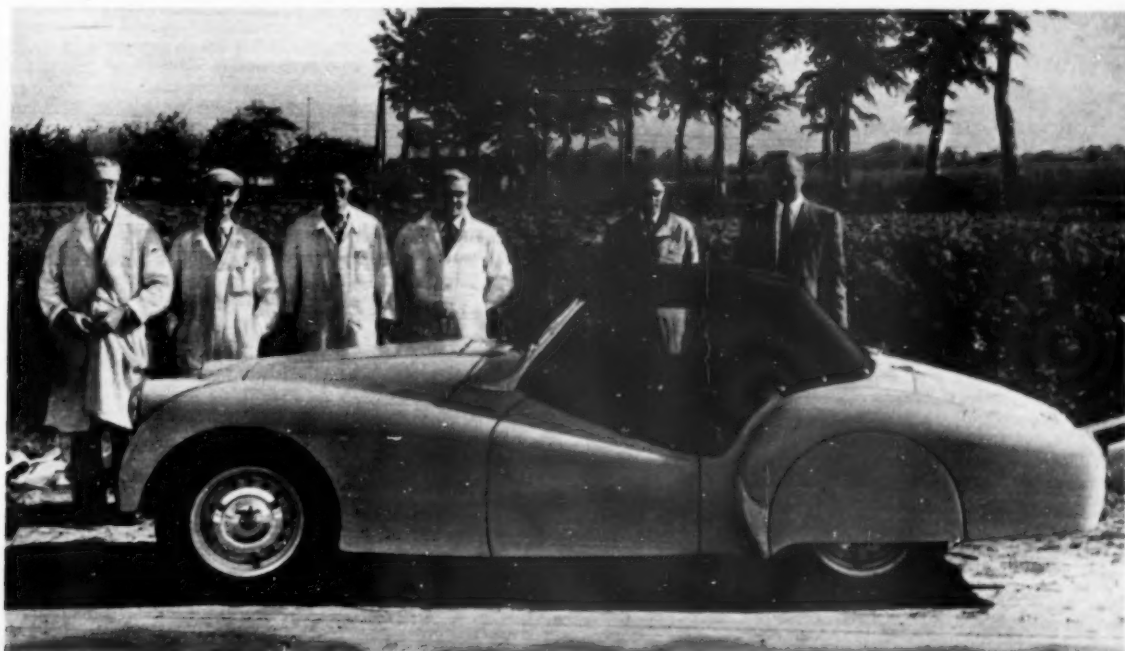
output of 90 b.h.p. together with an all-up weight of 18 cwt. In spite of the fairly high compression ratio of 8.5 to 1, the car was very tractable at the bottom end and, on the first-grade pump fuel used for all tests, the engine was very smooth. Once off the motor road one goes from the sublime to the *pavé*, so in a short distance in Belgium it is possible to try a car over a large variety of conditions. For the high-speed runs the tyres were set at a pressure higher than that used for normal touring and they were not re-set before the car was tried on the rough surfaces. Nevertheless, over the *pavé* the ride was good; it was firm and well controlled without being harsh. The scuttle was also rigid and free from cross shake, an important point with an open two-

seater car. On bends the roadholding was very good and the steering light and accurate; there was no suspicion of lost motion in the mechanism or spring in the steering rods. The car also had a pleasing amount of under-steer. E. J. R.

Performance data

Maximum b.h.p., 90 at 4,800 r.p.m.
Maximum torque, 117.5 lb ft at 3,000 r.p.m.
Piston speed, 2,850 ft per minute at 4,800 r.p.m. (equivalent to 100 m.p.h. in top gear).
Weight in touring trim complete with fuel, oil and water, 18½ cwt.
Overall gear ratios: overdrive 3.03 to 1, top 3.7 to 1; third 4.9 to 1; second 7.4 to 1; first 12.5 to 1.
M.p.h. per 1,000 r.p.m. in top gear, 20.
Brakes, total lining area 148 sq in = 158 sq in per ton.

The car ready for test runs in touring trim. The men who performed the transformation scene are grouped behind the car; they are, from left to right, Mr. F. Smith, Mr. I. Walton, Mr. W. Vickers, Mr. R. Wilson, a Lucas representative, and Mr. J. Parkinson.



FROM THE SHELTERED LANES OF DEVON TO CO. DURHAM AND BACK IN FOUR DAYS



Lunch-time; the M.G. takes a rest amidst the broom, gorse and heather near Whitchurch.

TO THE NORTH

FROM Devon to County Durham for a week-end may seem a far cry. Nevertheless, since it afforded an opportunity for seeing our son, engaged in forestry in the North, and we had four clear days at our disposal, it was decided that the distance need not deter us. Accordingly, one Thursday morning as dawn was beginning to appear in the sky, a small green car might have been seen stealing quietly into the main road not far from Cullompton, nose pointed northwards and side lights switched on. Rendezvous with son—the Kings Head, Barnard Castle, Yorkshire.

It was a glorious sunrise as the car sped through the peaceful Somerset countryside, and side lights were soon dispensed with. Bristol was scarcely yet awake, but at Gloucester there were more signs of life, and a brief halt was made to obtain a daily paper. Then, beyond Newent, a quiet spot was found for a meal. It is surprising how good a flask of hot tea tastes, with nearly 100 miles covered before breakfast. From Tenbury, a few miles farther on, a diversion was made to climb Clec Hill (1,249ft) at the highest part of the road, the view obtained of the distant Radnor Hills and Clun Forest being sufficient reward for the climb, which included two quite intriguing hairpin bends through the woods near the top.

Lunch Stop

From Ludlow a fast run followed, through lovely scenery, to Church Stretton and Shrewsbury. The streets of the latter town were crowded, needing careful navigation, and there was much to see. At this stage, however, one's companion's eyes began to droop, owing to the early hour at which she had arisen, and it is to be feared that she saw but little of this very attractive and beautifully situated old town. A very short drowse, however, sufficed to restore her usual alertness. About this time a stop for lunch seemed indicated, and an ideal place for a picnic meal was found on a heath near Whitchurch, where the car could be parked well away from the main road amidst a wide expanse of broom, gorse and heather. A small bunch of the heather served to remind us of the occasion, and remained attached to the front bumper until our return to Devon.

On again through Warrington, hidden in a heavy rain squall, to Preston, where all was sunny again and the city unexpectedly gay with a profusion of green and gold bunting. Pavements were lined with spectators, apparently awaiting a procession, while the sound of music filled the air. All to do with the "Northern Guild," so we gathered

from numerous direction signs, but, as Southerners, we had not the remotest idea of what it was all about. It was evident, however, that Preston was *en fête*, and rarely has one seen such a mass of colourful decorations, or so attractively set out; one drove for miles under literally thousands of small pennants stretched closely together across the city's streets. Leaving the gaiety of Preston behind, we were soon driving through the more soberly attired streets of Lancaster, whence A683 took us to Kirkby Lonsdale and on by the valley of the Lune to the narrow paved streets of Sedburgh. Then, at last, we felt we had come to the North—the real North!

The scenery changed. It became more open, and wilder, with the Westmorland fells, rising to over two thousand feet, in front of us. The road at first kept close by the river, tree-shaded and with the water splashing down over its rocky

By

"LONGSHIPS"

bed to form deep pools, ideal for bathing on a warm summer's day. It being a decidedly cool autumn evening, we were, however, not tempted to leave the snug atmosphere of the car—it was enough to look! Climbing gradually upwards, the road came out on to the open moor by Harter Fell (1,712ft), after which followed the long descent into Kirby Stephen—to give the town its local pronunciation, although spelt as "Kirkby."

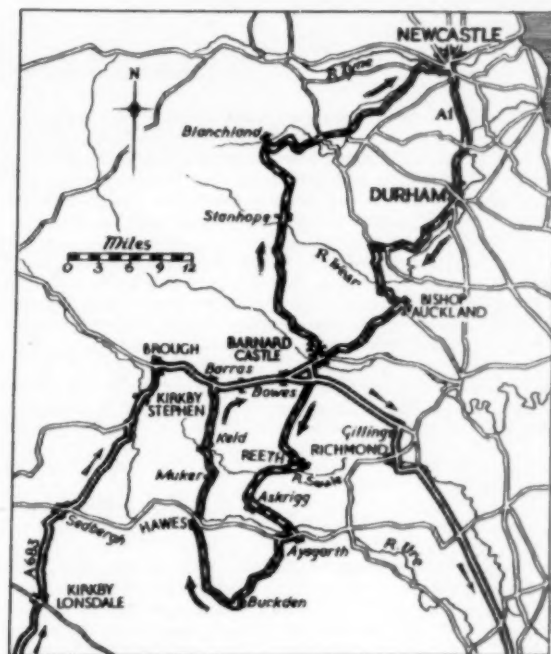
Barnard Castle was almost within sight, over Bowes Moor, and about half an hour later we entered the town by the narrow County Bridge, which spans the Tees below the ruined walls of the old castle. So narrow is the bridge, and with blind approaches, that the traffic signals on each side are a boon. Then, in second gear, with a crisply sounding exhaust, we climbed the steep main street to the King's Head, passing on the way our son, who also, by chance, had chosen that exact moment to arrive. It was, undoubtedly, an "occasion," and was suitably celebrated at dinner. Then, comfortably tired after our day's run, to bed.

The two days following we were free to roam wheresoever we listed. The weather remained fine, and there was a feeling of freshness in the northern air that acted as a tonic after the softer and less invigorating climate of the West Country. We were off early, therefore, and our first day was spent exploring the Yorkshire fells and dales, choosing as far as possible the lesser known mountain roads. Glorious vistas of the far-reaching Pennines were obtained, alternating with steep descents into peaceful cultivated valleys, where the road would keep company with some crystal clear mountain stream, passing remote little hamlets with their clean, grey, stone-built cottages, until, eventually, we came to Wharfedale.

Northern Kindliness

At Reeth, south of Barnard Castle, in Swaledale, a kindly Yorkshire woman made coffee for us. Hot, it was, and delicious! As we sipped it by the window, in the bright sunshine, we looked out over the busy village street, observing the brisk walk of the people as they went about their various affairs, in and out of the shops, while, up the hill, a little knot of countryfolk could be seen by the village green awaiting the bus to Kirkby Stephen.

Crossing over the river, about midway between Reeth and



Muker, we found a narrow and little-used road, rough and grass-covered in places, which struck southwards over the fells to Askrigg. It was a long pull and steep at times, but full of interest, with the wild scenery of the fells all round, the road climbing to 1,785ft by "The Fleak"—the name given to the highest point on the moor. Thence followed a quick descent, between typical Yorkshire stone walls—or "dykes," as they are called in the north, to the pleasant little township of Askrigg, in Wensleydale. Continuing down the valley, keeping on the north side of the river, we came to Aysgarth, noted for its falls and picturesque tree-shaded bridge spanning the River Ure. The falls on the present occasion were somewhat disappointing, the river being low.

From Aysgarth a very narrow and twisty road, by Thoraby, follows the river upwards through the green pastures and entrancing scenery of Bishop Dale. The ascent is gradual at first, but later there is a stiffish climb, needing the use of the gears, up to the open moor below Buckden Pike (2,302ft), a vantage point from which a really magnificent view of Wharfedale is obtained. Wharfedale is certainly one of the loveliest of the Yorkshire dales. To anyone coming from the south of England its spaciousness, perhaps, makes the greatest appeal, as well as the winding road by the river, passing Hubberhole with its low-built ancient church of Saxon origin, the solidly made grey walls of which blend perfectly with the surroundings.

Holy Well?

A little farther on, at Yockenthwaite, the river is particularly beautiful; while seen through the trees, on the opposite bank, is a low arched structure of ancient appearance, which, were it in Cornwall, one would say at once was a Holy Well. A young girl, swinging lightly down the valley despite the knapsack she carried, stopped with a smile and, her voice betraying a trace of Yorkshire accent, said she believed there was a Holy Well somewhere along by the river, so perhaps our surmise was correct. That a saintly recluse should have chosen the site would not be surprising.

Continuing by the river, the road presently, a little beyond Deepdale, takes a more northerly direction, climbing upwards by Oughtershaw Beck to Fleet Moss, whence it descends again over the green slopes of Wether Fell into the village of Hawes. It is a good climb, an altitude of 1,852ft being attained, but possibly is more severe and continuous coming in the opposite direction, from Hawes. At the summit (owing to its steepness the immediate drop in the road

was not visible) the sound of a car, revving in low gear was heard approaching, and as it topped the brow no wonder the engine note had sounded familiar; it was a "brother"—another 1½-litre M.G. We, metaphorically, dipped ensigns in passing, and as we proceeded, each on his lawful occasions, the moor felt less lonely for the meeting.

From Hawes over the Buttertubs Pass to Muker, seeing on this occasion the noted "swallow holes," which on a previous visit had been completely obliterated by rain and mist—so thick that we had passed them without knowing. Fantastically worn pinnacles of limestone, with precipitous funnel-shaped holes between them, disappear into the black depths of the earth. Fascinating, but rather uncanny.

Muker was left by the Kirkby Stephen road (B6270), but after passing the little hamlet of Keld, some three miles from Muker, we decided to strike away northwards over the fells by West Stonesdale to Tan Hill and Barras, which would effect a saving of several miles on our journey homewards to Barnard Castle. The road, as shown on the map, was a very secondary one, unclassified, but this it was thought might add to the interest, and a notice encountered at the turning off to West Stonesdale certainly seemed to confirm our ideas. We did not stop to read the whole of it, but the words **VERY STEEP HILL** stood out conspicuously, while equal prominence was given to the fact that there were, also, **ACUTE BENDS**—two of them. A brief glance ahead showed the road zig-zagging upwards through the trees, and left no doubt that it was a hill—to be treated with respect. The M.G., however, was in good fettle, and in low gear, with the engine revving hard, "went to it." A successful climb was made, albeit with some skidding around the bends, about which the notice was perfectly correct—they were acute!

Bleak Country

Beyond Tan Hill the road was desolate in the extreme, with no sign of life anywhere, dark clouds coming up from the west, full of rain, as dusk approached. A lurid red streak across the sky below the inky storm clouds, outlining the distant mountains, made the scene dramatic. Even more dramatic was the fact that the petrol gauge indicated that if we did not meet with a garage quite soon, the prospect was grim. Barras, however, was reached, and a little later, along A66, a petrol station hove in sight. We should see our dinner, after all!

The following morning (with a full tank) the M.G. headed

Askrigg, in Wensleydale, was approached by a steep descent between typical Yorkshire stone walls, or "dykes."





1,852ft up, the road between Wharfedale and Hawes runs through some magnificent Pennine scenery.

TO THE NORTH continued

northwards for Newcastle, over the Durham moors by Stanhope and Blanchland. On the high ground the variegated pattern of sunshine and shadow seen stretching away over the moors into the farthest distance, made an unforgettable picture. Dark patches, of a greenness resembling jade, alternated with hillsides lit by the sun where the colouring changed to the palest gold: overhead the white clouds drifted slowly across the sky, leaving spaces of the clearest blue between. The keen photographer, bent on recording the scene, demanded a halt, but, with chilled fingers and eyes astream, was glad to regain the warmth of the car; it was, he found, colder outside than in!

Blanchland, or "Whiteland," is picturesquely situated in the wooded valley of the Derwent, some twenty miles distant from Newcastle. It is, of course, in Northumberland. The village owes its name to the monks of the old monastery founded there in 1175, whose white robes—of the order of St. Norbert—caused them to be known as "the white canons." Of the old abbey, only the gate-house with its massive archway, and a part of the original refectory, now remain. The former at the present times serves as the village post office, while the refectory has been converted, not inappropriately, into an inn—the Lord Crewe Arms. Lord Crewe, it may be said, was bishop of Durham and became lord of the manor after the Dissolution. The village is centred around the remains of the abbey, which, with the church beyond, form an attractive setting to the old square or market-place, and, as could be observed, it was evidently a favourite subject for artists.

To enter Newcastle over the Swalwell Bridge and along Scotswood Road, is not perhaps the best way of approaching the city, even though one does catch a glimpse of the famous Elswick works, the birthplace of many of England's ships of war. It is not a salubrious throughfare, however, and one is

glad to reach the impressive Newcastle Central station, where formerly the graceful green-coloured locomotives of the old North Eastern Railway could be seen and admired. *Tempora mutantur*, and the trains that now arrive at the Central are composed of stock painted the garish crimson and cream of British Railways—a strange sight to one who knew the Newcastle in days gone by.

Newcastle is undoubtedly a fine city, with its wide and well-kept streets, while to the feminine eye, we found, the display of fashions in the shop windows proved irresistible. Grainger Street and Northumberland Street, busy thoroughfares, thronged with people on a Saturday afternoon, and, as the lady member of our little party exclaimed, "It is all so clean! If Newcastle is supposed to be a grimy place, full of coal dust, it certainly isn't—I won't have it said so!" She was indignant about it!

Leaving for the south by the new Tyne Bridge, one gains the best impression of the city. From it one looks over the river—the "Coaly Tyne," which is spanned also by the old High Level bridge as well as, immediately below, the swing bridge. Beyond, as a background, are to be seen the rugged walls of the old castle keep and, silhouetted against the sky, the beautifully proportioned steeple of St. Nicholas' cathedral, erected in the fifteenth century. As seen from the bridge, in the light of the late afternoon sun, the city, with its river, makes an impressive picture.

From the Tyne a magnificent dual-carriageway (A1) runs south to Durham, along which the M.G. proceeded at a rate of knots that afforded her crew every satisfaction, Barnard Castle being reached in excellent time for the forty-odd miles.

On the Sunday, the son returned to his beloved forests in the Wilds of Galloway, while the M.G. headed southwards again to Devon. A1 was followed as far as Doncaster, after which we struck off through Sheffield and down the centre of England to Warwick. At Moreton-in-the-Marsh a certain well-known hostelry had roast duck on the menu, and we fell for it, afterwards continuing contentedly through Cirencester to Bath. Here the M.G. was once more on familiar ground, and, with the head lights showing the way, we were soon home. The mileage from Barnard Castle was almost exactly the same as that recorded by the speedometer on the outward journey, via the West Coast, the difference being two miles only.

And on the Monday, the M.G. was back in her sheltered Devon lanes—by Plymtree and Kentibear and Willand, where the air was mild and the sun still full of warmth, so that one could drive with the windows open. The Pennines seemed very remote. But we had been—and were glad of it!

Hubberholme, an isolated village in Wharfedale, has a well-known church. The medieval rood loft is one of the few surviving examples in Yorkshire.

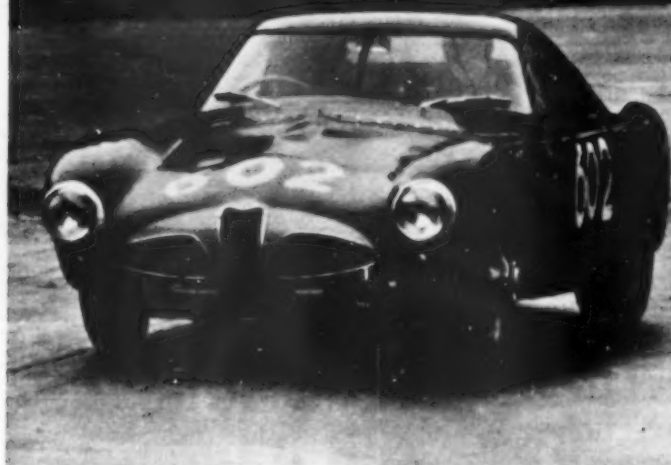
The 15th-century gatehouse at Blanchland, in Northumberland, is now used as the village post office.



LE MANS PROSPECTS

SEVERAL INTERESTING
NEW CARS FOR FAMOUS
24-HOUR EVENT

One of the new Alfa Romeos which will run at Le Mans took second place in the Mille Miglia, driven by Fangio.



NOW that the date of this year's edition of the famous 24-hour race at Le Mans is drawing nigh—it starts on Saturday, June 13, at 4 p.m.—excitement is growing and the preparation of the cars is proceeding with desperate urgency. The Sarthe circuit, each lap of which represents another 8.38 miles covered, is in excellent condition, and is already renowned for the almost billiard-table smoothness of its surface.

Interest, as always, tends to concentrate on those cars which may be expected to have a chance of an outright win in the straightforward *Grand Prix d'Endurance*, in which the car covering the greatest distance in the 24 hours is the winner. The handicap classification, calculated from a formula based on the engine capacity of the car, is theoretically of equal importance, but lacks the glamour of the out-and-out battle. The principal British contenders for the latter are Jaguar, Allard and Aston Martin, and ranged against them are such doughty opponents as Alfa Romeo, Ferrari, Lancia, Gordini, Talbot and Cunningham.

The three works Jaguars will be C-type XK120s, normal in outward appearance, but delivering more power than hitherto from their 3½-litre engines; they are also lighter, and will be fitted with disc brakes of Dunlop manufacture. Drivers: Moss and Walker, Rolt and Hamilton, Peter Whitehead and Ian Stewart. The two Allards will be the 5½-litre Cadillac-engined J2R models recently described in *The Autocar*—drivers: S. H. Allard and Fotheringham-Parker, Duntov and Merriker. The three DB3 Aston Martins will have new sleek bodies and the 2,922 c.c. six-cylinder engines, but rumour has it that there may be a last-minute surprise in connection with the power units. Drivers: Parnell and Collins, Thompson and Poore, Abecassis and Salvadori.

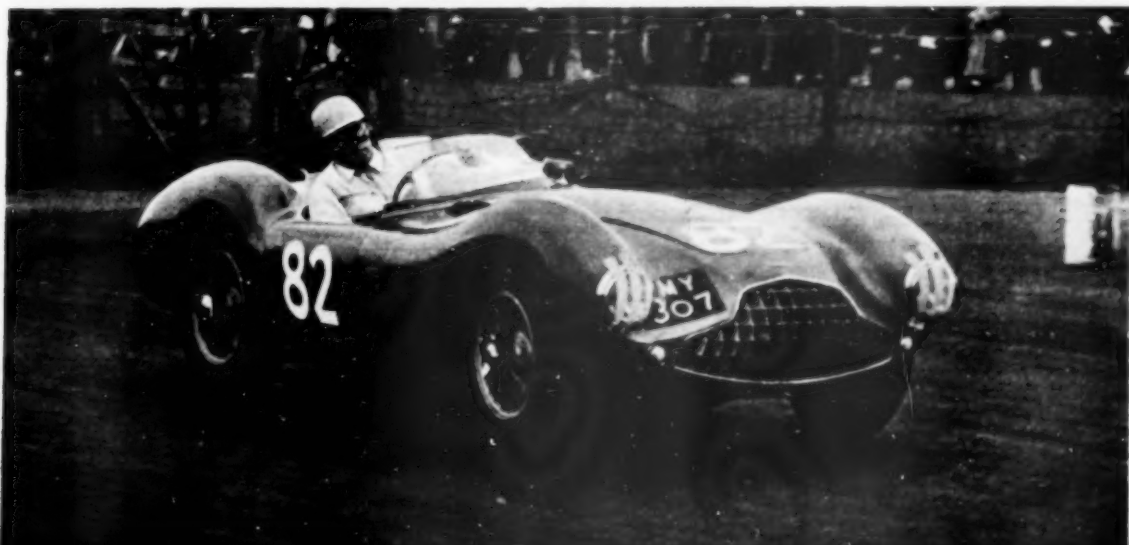
Among the Continentals, the Alfa Romeos will be 3½-litre six-cylinders of the type which caused such a sensation by their speed in the Mille Miglia, and the Ferraris (drivers: Ascari and Farina, Villorresi and Hawthorn, Cabianca and P. Marzotto, Chinetti and A. N. Other) will be 4.1-litre 12-cylinders akin to Haw-

thorn's Silverstone sports car race winner. The new twin-o.h.c. 3-litre Lancias, with all-round independent suspension and in-board brakes, will unquestionably be both fast and reliable, and their drivers will include Taruffi, Bonetto, Manzoni, Biondetti and Maglioli. Two of the Gordinis will have 3-litre engines, a new departure, and the third a 2.3-litre unit. The Talbotts are new in many respects (see next page); the Pegasos are dark Spanish horses with 2½-litre engines, probably supercharged.

From America come the Cunninghams, with 5½-litre Chrysler engines, the chassis of two of the cars will be entirely new, with non-independent suspension at both ends on Kurtis-Kraft lines. Drivers: Briggs Cunningham and Spear, Moran and Benett (who will be remembered from the days when he lived in Jersey and competed in the races there), Walters and Fitch.

And so on, to the total of 60 entrants: and 15 reserves. Whatever the outcome, and despite the absence of last year's winners, the Mercedes team, this will be a magnificent race.

The latest version of the DB3 Aston Martin has considerably more curved body lines; it is seen here making a successful debut at Charterhall on Whit Saturday in the hands of Reg Parnell.



LE MANS continued

THIS year a very special effort is being made by Talbot-Darracq to win the twenty-four-hour race at Le Mans. There will be a works team of three Talbot-Lagos, the drivers being Rosier and Pagnibon, Levegh and Pozzi, Mairesse and Vincent. In addition there is a private entry by A. Chambas, whose co-driver will be Charles de Cortanze. The Talbot-Lagos are new throughout, with six-cylinder engines of 93 by 110 mm bore and stroke (4,483 c.c.) having a compression ratio of 8.6 to 1, giving 247 h.p. on the brake at 4,800 r.p.m. The chassis has box section side members, with five

The light alloy non-load-carrying bodies of this year's Talbot-Darracqs streamline the entire vehicle. The bodies are each made up of three quickly detachable sections.



The Talbot Challenge

cross members, four of these being tubular, and the fifth a steel pressing which is welded to the side members and has the rear of the engine and the front of the gear box bolted to it.

The forward cross member is of exceptional diameter giving great rigidity to the front of the chassis. The front suspension is the familiar Talbot-Darracq type, with a broad transverse spring bolted below the front tubular cross frame member, and having the wishbones secured at their inner ends to brackets on the top of the tube. There are two sets of dampers—inclined hydraulics and a friction type set transversely.

A feature of this year's model is that the engine and Wilson gear box are bolted in the chassis to form a unit, whereas last year they were separate, with a shaft between them. A transverse pressed steel plate, bolted between the cylinder casting and the timing gear housing, has a rubber cushion pad at each extremity, these seating on short forged brackets welded to the main frame members. At the rear the engine is bolted up to the spectacle-shaped sheet-steel cross member—welded to the chassis—and the bell housing of the gear box is bolted through this housing to the engine. The rear axle is a built-up type with light alloy differential housing and straight bevel gears and is carried on half-elliptic springs.

Except that the size has not been changed, the six-cylinder engine is an entirely new production. The cylinders

are a light-alloy casting, with liners, and the separate head is also light alloy, with valves set at 45 degrees and operated through pushrods and rockers from two camshafts. The seven-bearing crankshaft is completely machined from the forging, without counterweights, and is nitrided. It is carried in seven Hoyt Z3 bearings. The rods are I-section forgings, machined all over. Debard B.H.B. light alloy pistons are used, with three compression rings, the top one being chromium plated.

Two plugs are used per cylinder, the distributor being at the front, with the leads carried between the two overhead valve covers to the plugs mounted vertically in the hemispherical combustion chambers. Three dual Solex carburetors are fitted, being equivalent to a carburetor per cylinder. They are bolted up direct to the head and are equalized. Lubrication is of the dry sump type, the drip pan—naturally in light alloy—merely being a collector containing the feed and scavenging pumps, and all the lubricant being contained in an aluminium combined tank and radiator on the scuttle. This arrangement has been used before, with the cooling fins exposed. Now they are enclosed under the scuttle, but two air scoops can be opened when it is desired to direct a draught of air on to the oil radiator.

The brake drums are in forged Duralumin with steel liners, having an internal diameter of 15½ in. The back plates are fitted with air scoops and the application of the Ferodo-lined shoes is by the Lockheed hydraulic system; there are two mas-

ter cylinders and an equalizer between front and rear. As no provision is made for separate hand application, there is an external contracting brake on a drum immediately behind the gear box, with direct application by lever.

The bodies used on the Le Mans models are streamlined non-load-carrying light-alloy shells, the complete body being in three detachable sections. The forward section is from the nose to the scuttle, the central section is around the scuttle, and the rear section houses the tail and the driving seat. In order to carry the body there are front, rear and lateral outriggers in light-alloy tube, while the central portion, which has to receive the instrument panel and the combined oil tank and radiator, is mounted on tubular hoops. For minor engine adjustments the flat-topped bonnet can be opened, but for more important work the whole forward section can be unbolted and lifted off by a man on each side, without disturbing anything on the chassis.

Brake Cooling

Not only does the body streamline the entire vehicle, but also it adds to the cooling of brakes and tyres. Running along each side of the interior of the body is a rectangular-section conduit, which adds to the stiffness of the shell and takes in air just behind the radiator grille. The three sections of this conduit are connected up by rubber cuffs. There are bleeds in this conduit directing a certain amount of air to the front brake drums, and some to the driver's feet and the exhaust pipe, but the main discharge is into the rear-wheel housings for the cooling of the brakes and tyres.

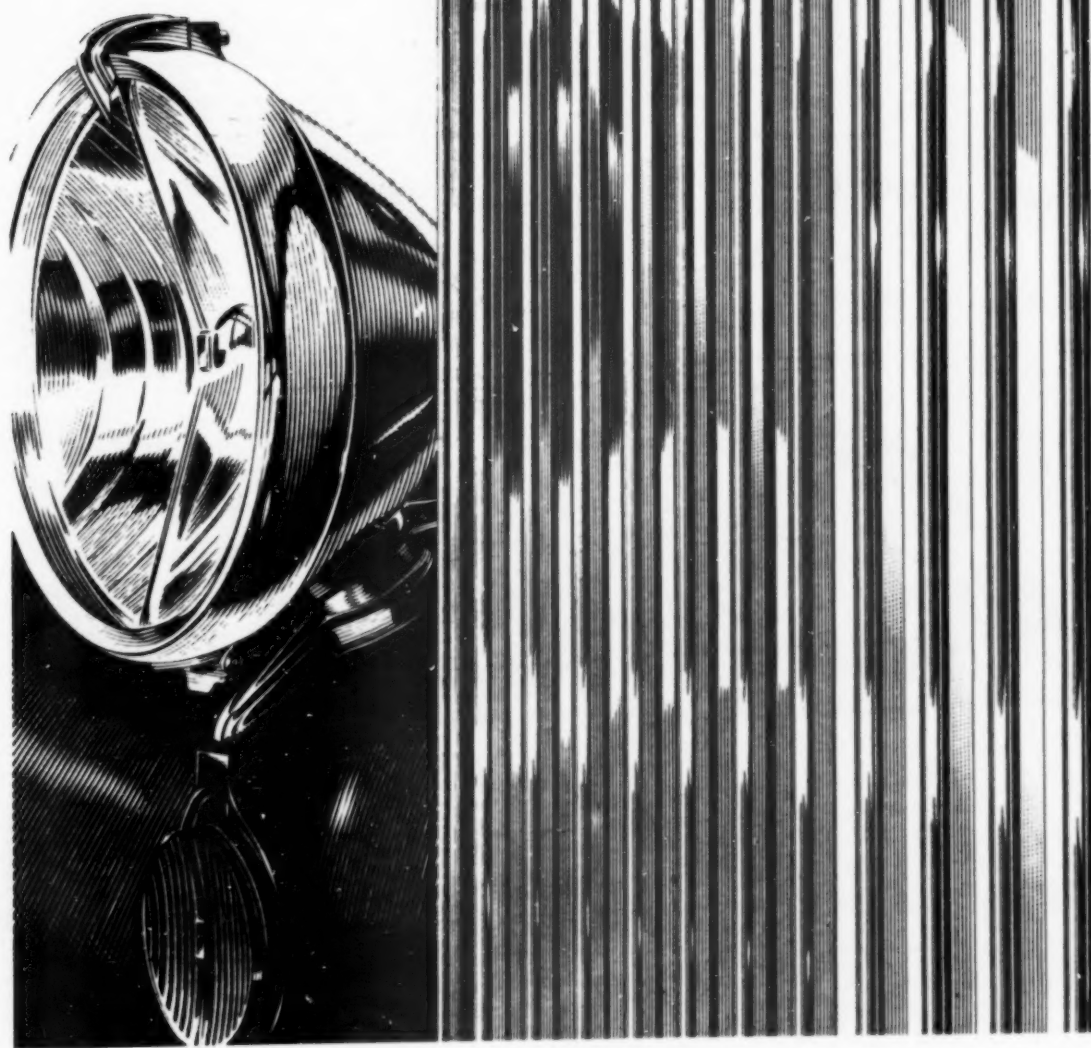
The fuel tank is mounted directly on the chassis, behind the driver, and has a hinge snap-down filler cap of practically 5 in diameter. The oil filler is a similar but smaller type on the scuttle, just in front of the driver. A spare wheel is carried on the right-hand side of the chassis, but is completely enclosed in the flat-sided body, access to it being by the removal of a quickly detachable panel. The Wilson pre-selective gear lever is just below and to the right of the steering wheel, the movement being from top to bottom as the four ratios are engaged.

All the cars will be fitted with Dunlop 6.50 by 18 in tyres on the centre lock wire wheels. The wheelbase is 8 ft 2 in, and the total dry weight is stated to be 20 cwt.



Outwardly similar in appearance to their predecessors, the 4½-litre engines are entirely new. Light alloy cylinder blocks and detachable heads are used, and the valves are push rod operated from two camshafts.

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DETROIT NOTEBOOK

SO much news, or rumour, has emanated from Detroit since the beginning of the year that the dog days of June seem as good a time as any to run through the facts of new car plans in the U.S.A. to clarify the picture. Major source of confusion is the one-of-a-kind experimental cars which are all publicity fanfare and little production. Lincoln and Plymouth are the latest firms to produce such cars. Lincoln's is designated the XL500, and has a scarlet Fibreglass body and an all-glass roof. The front presents a puzzle corner, for in spite of an air scoop on the bonnet top, the air intake orifices are very much obstructed by the enormous bumper-cum-grille bars which form part of a continuous strip along the sides of the car.

The XL500 is styled to seat four comfortably. Push buttons operating the automatic transmission are centred in the hub of the steering wheel, and the horn is operated by a pedal. As is usual with these experimental models, all sorts of fancy gadgets are fitted, the XL500 going near to the limit with toggle switches operating a telephone and a dictaphone.

The engine is the now well-known Lincoln V-eight developing over 200 b.h.p. Brief dimensions: wheelbase 10ft 3in; track 4ft 11½in; length 18ft 0½in; width 6ft 9½in, and height 4ft 9in.

Ghia Collaboration

Plymouth's experimental vehicle, the XX500, was illustrated on page 460, *The Autocar*, April 10, and was developed two or three years ago for styling and research study. Ghia collaborated on this body, and it is now to be used as a show car, having first appeared at the Chicago show in March.

Public estimate is that the Corvette from the Chevrolet factory is the biggest news in the sports car field. For one thing, General Motors say that 300 will be built this year, starting June, and considerably more next year. The first cars will be Fibreglass-bodied, but steel is expected to be used in 1954. The Corvette is a pretty car by any standard. It is only 2ft 9in high to the screen base, and has a wheelbase of 8ft 6in. The overall width is 5ft 10in. Power is provided by Chrysler's 163 b.h.p., o.h.v., six-cylinder engine, and the drive is through the company's Powerglide automatic transmission.

Further models are already said to be on the drawing board. One is a hard-top coupé and the other a drop-head, and both are four-seaters. Pro-



The Le Mans Cadillac is least happy at the front end. It has the most pronounced tail fins of these models, all of which show signs of the stylist's preoccupation with the centre of pressure in side winds.

SPORTS CAR ROUND-UP



Contrasted with the normal Chevrolet saloon, the new Corvette has an engaging appearance. It is interesting to calculate how much it gains in appearance by not having the back wheels enclosed.



This is the Lincoln XL500, which has an all-glass top and appears to have a negligible frontal air intake.



The Buick Wildcat sports car has a frontal affinity with other Buick models and the rest of the body is notably restrained.



Oldsmobile's Starfire is plain but good in styling, although the frontal chromium has an undue weighting effect on the appearance.

DETROIT NOTEBOOK continued

duction will be limited and the bodies will be made of steel. U.S. motorists put these cars down as G.M.'s retort to the British Jaguar's invasion of the American market.

Neither Buick nor Oldsmobile is expected to stand idly by and watch Chevrolet cash in on the publicity value of this venture. Buick are said to be contemplating limited production of their Wildcat sports model and Oldsmobile are expected to follow suit with the Starfire.

The Wildcat remains somewhat enigmatic, having been purely experimental up to now. The overall height is

4ft 6in (to the top of the screen in this case), and the body is of Fibreglass. Most publicity has been concentrated on the "rotostatic" wheel discs, which remain stationary while the wheels revolve.

Oldsmobile's Starfire also has a Fibreglass body and is also 4ft 6in high. Here, again, publicity has concentrated on a detail—the half-egg-shaped plastic covers on the front of the head lamps and side lamps, which are described as "accentuating the streamlined appearance."

Studebaker are also believed to have a challenger in this field—a roadster on

a wheelbase of 8ft 4in, achieved by shortening the Land Cruiser chassis by 20in. Extra performance is believed to be on offer in the form of a new overhead-camshaft cylinder head as optional equipment.

Cadillac have chosen the boldest name for their sports cars challenger, this being called the Le Mans, a tribute in itself to European influence. Fibreglass is again used for the body. This car is powered by a modified version of the 5,420 c.c. eight-cylinder engine, from which 210 b.h.p. has been extracted. In its Le Mans model form a further increase to 250 b.h.p. is projected. The car has a notable elegance, although the front end is less successful than those of the other General Motors' prototypes.

Finally, this roundup of sports car projects concludes with a more detailed specification of Kaiser-Frazer's DKF 161, the Fibreglass-bodied sports car styled by Howard A. Darrin of Los Angeles. A picture of this car was published on page 1612, December 5, 1952. Production plans call for a batch of 2,000, starting in July. The chassis is new and has coil spring i.f.s. and half-elliptics at the rear. There are 132 sq in of brake lining surface. Overall length is 15ft 4in, width 5ft 9in. The height is 3ft and, with hood erected, 4ft 6in. With a body weight of only 300 lb the car weighs 2,000 lb.

The power unit is an L-head six-cylinder with a capacity of 161 cu in (4,214 c.c.) and a bore and stroke of 3.125in x 4.375in (79.37 x 111.1 mm). The compression ratio is 8 to 1 and the design has a special high-lift camshaft, three carburetors and twin exhausts. The three-speed gear box is controlled from a steering column gear lever but the lever is expected to revert to the traditional central position by the time production starts.

* * *

THREE new cars are added to the range available to the American public. One is Hudson's new Super Jet in the low-priced field and another the restyled Rambler series from Nash, in which Pinin Farina had a hand. Willys have added an extra body style to the Ace series. It is a four-door saloon powered by the Hurricane six-cylinder engine.

* * *

AUTOMATIC transmissions show no sign of losing popularity. Plymouth have introduced an optional system, called the Hy-Drive. This employs a torque converter ahead of the standard clutch and three-speed transmission. In normal driving, this system permits the car to be started in neutral and to move away in top gear. Brake and throttle pedals are all that are needed thereafter, although manual gear changing through first and second is possible for special usage such as sandy going or steep gradients.

GEORGE MERRIMAN.

THE AUTOCAR, JUNE 5, 1953



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CORRESPONDENCE

OFFICIALDOM

Too Many Cooks . . .

[64908].—I appreciate your timely comments in "Disconnected Jottings" (*The Autocar*, May 15, 1953) on those appointed to escort schoolchildren over busy roads. One individual whom I pass every day has annoyed me for some time now by holding up the traffic in order that adults—quite capable of looking after themselves—shall cross the road in safety; and this, after having escorted children across only a few moments earlier.

This same guardian will also stride into the road and fling wide his white-coated arms to halt the purposeful flow of traffic, for as long as it takes a struggling line of small children to amble across the highway.

I feel sure that this practice was not intended by the authorities and that the original idea was to escort the children safely across the road in groups. My own opinion is that only one uniformed person should be empowered to stop traffic completely—in the easily recognized uniform of a police official—or we may find driving in busy areas made even more difficult by the necessity to keep our eyes permanently skinned for sundry other uniformed officials capable of halting traffic at the swing of an arm. We may be condoning the thin end of another wedge, aimed at the motoring public, if we subject ourselves to the obedience of any one who cares to "try it on."

Derby.

M. E. HALLSWORTH.

BUMPERS

A Plea for Standardization

[64909].—I would venture to suggest that the standardization of car bumpers in respect of their height from the road surface is long overdue. The bumper and its attendant over-riders were presumably intended as a protection to the car body in the event of its being bumped by another vehicle. However, the stylists in the employment of the various manufacturers have lately used

the bumper as a means of ornamentation rather than protection.

Time and time again one sees bumpers interlocked and damage to radiator grille and wings because of the varied height of the bumpers. The buffers on railway carriages should be almost useless if they are placed at varying heights; surely car bumpers are based on a similar principle? It would be an easy matter, presumably, for British manufacturers to agree on fitting bumpers to all models at an equal distance from the road surface, without loss of individual styles.

Accra, Gold Coast.

F. C. HARRIS.

SMALL DIESELS

No Insuperable Difficulties

[64910].—We note with interest the report of the meeting of the N.W. Centre Automobile Division of the Institution of Mechanical Engineers (*The Autocar*, May 15).

It is noted that the author of the Paper, Mr. J. H. Pitchford, M.A., is very pessimistic regarding the application of high-speed diesel engines to cars, although he acknowledges the success of the 1.7-litre Mercedes-Benz; his main reasons for his pessimism are the increased weight of the diesel engine compared with its equivalent powered petrol engine, and also the heavy cost of injection equipment.

It is well known that with the orthodox type of engine, shall we say a four-stroke in-line diesel engine, the weight increase can be serious and the heavy cost of injection equipment for four cylinders more so, but the author's reference to saving weight and cost by using two cylinders instead of four being a retrograde step, is correct only when considering four-stroke engines.

Developments now taking place with small diesel engines of two-stroke form and blower scavenged are showing, power for power, only a 25 per cent increase in weight; the consumption of this type of engine is such that, on a mileage basis, the cost of running a comparative diesel engine is not more than half that of the same powered petrol engine, with the present price of fuel as delivered from the garage pump.

CORRESPONDENCE

continued

In connection with the statement of a contributor at the meeting who referred to the high specific consumption of the swirl chamber engine when running at high speeds, this is not always borne out in practice and, in the latest developments, there is evidence to suppose that this figure should not rise above 0.5 pints per b.h.p. per hour, which is still reasonably economical.

Concerning the starting of small diesels under adverse conditions, there is no doubt much to be done in this respect, as developments show, but there is no reason why this should not be as simple as petrol engine practice in time.

The high cost of injection equipment is a problem, as most small engines must use equipment which is available; this generally means equipment too large and we feel that the injection equipment makers must sooner or later introduce a smaller pump of a more economical type which will be more in keeping with the small engine in both size and cost.

With only a 25 per cent increase in weight and with the right type and price of injection equipment, coupled with large production, there is no reason why the small diesel engine should not be more than a match for its petrol counterpart, basing this on initial cost and running cost.

However, it is of little use adapting a diesel engine to the modern type of car and expecting good results—there must be co-operation with the chassis or car designer so as to marry the engine to the car in the most effective manner and, in the initial design, to cater for the vastly different characteristics of the diesel unit.

H. ASTON, Technical Director,
Wolverhampton. Turner Manufacturing Co., Ltd.

SILVERSTONE

A Suggestion to Help the Departure

[64911].—Once again another Silverstone has come and gone; once again we have been involved in interminable traffic jams in getting away. From my own observation of the traffic arrangements it is clear that the police apply little imagination to the problem. My return route involved a left turn at the Silverstone exit, towards Buckingham. I left the track in one of two lines but at a slow pace and in fits and starts. The reason for this was not apparent until I reached a point some three-quarters of a mile from the exit point where a police constable was stationed; his job was to direct the two lines of vehicles into single-line traffic. This was achieved by allowing each line of traffic to advance in turn some twenty or so vehicles at a time. In other words, at a point three-quarters of a mile from the track exits, single-line traffic only was allowed. Thus the only purpose served by allowing two lines of traffic was to fill the road outside the track rather than to leave cars in the parks.

The obvious solution to the problem is to allow the two lines of traffic to continue right into Buckingham. This would involve closing the road to all oncoming traffic, but as it need only be for a period of two or three hours it would cause little inconvenience and could be advertised locally well in advance.

As regards the public address system in operation at the track I feel the speakers could with advantage be moved closer into the crowd; at the present moment, once the cars start circulating round the track it is next to impossible to hear the commentator.

R. E. K.

Coventry.

Potential Danger from Aircraft

[64912].—I think The Scribe's feelings about the danger of aircraft at Silverstone are well founded.

It is very irritating for all concerned to have this continual activity overhead, and I imagine it might distract a driver's attention for a fraction of a second which might well result in disaster for cars and spectators.

Birmingham, 2.

K. W. WOOD.

PARKING FEES

Should They Include Admission to an Event?

[64913].—I view with some concern the extension of the practice of charging a fixed sum per car to cover the parking fee and admission to sporting events of the passengers, irrespective of the number of passengers in the car.

To be more explicit, I fail to see the justice of a system which requires me to pay for the entertainment of my wife, myself and my two small children (four years and seven years old) a sum equal to that paid by the six or seven occupants of a large car. Or is it claimed that 5s or 10s or £1 is a fair parking fee, and the entertainment is worth nothing?

Southsea, Hampshire.

C. O. R. WARD.

STRICTLY INSTRUMENTAL

A Wealth of Information

[64914].—I was very interested to read Mr. R. J. Longstone's letter [64881] and feel that his opinion demands an answer.

Instruments are not provided to promote "a sort of 'Commander of the Ship' feeling," but, like the gear box, are there to be used. The water temperature gauge is not provided solely for the purpose of indicating the coolant temperature, but to show if the engine is being run in such a way that it overheats.

In addition to the lights, horn, ignition and traffic indicators, the battery has also to supply, on the modern car, the radio and the heater, not to mention various spot, fog and other forms of auxiliary lamps. It is very comforting to know how many of these items may be used without running the battery at a permanent discharge, and it is the ammeter alone which can provide the information.

The oil gauge, as well as indicating to the driver that the pump is being driven, also tells him when the oil is warmed up, and a decrease in pressure, either sudden or gradual, is an indication that all is not well in the engine.

The petrol gauge has a certain reputation for inaccuracy, but the conditions under which it has to operate are hardly ideal. With the car on the move, the petrol is continually surging in the tank, owing to acceleration, braking and cornering. With the car stationary, petrol gauges are, I think, sufficiently accurate for practical purposes.

Therefore, let Mr. Longstone have his facia adorned with multi-coloured lights and his pointerless speedometer. I wonder if he has ever driven a car equipped with one? They are far more difficult to read, and as he says, "the anxious scrutiny of dials spoils the pleasure of driving and at high speeds may be a positive danger." Surely that is sufficient reason to fit the more easily read pointer type?

I shall continue to favour a facia carrying informative instruments, including a vacuum gauge and a revolution counter (of the pointer variety).

F. P. G. ROBERTS.

Cambridge.

Cover the Dials with Brown Paper!

[64915].—Most of your readers will, I think, agree that the best way of obtaining reliability and longevity from a car is to adopt a policy of preventive maintenance, carried out either by a garage or by the owner-driver himself. Alas, present-day designs, with their hopelessly inaccessible engines and poor instrumentation, make it very difficult to pursue this policy.

Following your excellent and constructive article "Everything under Control" (*The Autocar*, April 10), it comes as a shock to read Mr. R. J. Longstone's letter [64881] in which he advocates the abolition of almost all instruments.

May I try to justify the inclusion of some of these "distractions" mentioned by your correspondent, lest the manufacturers, emboldened by his views, present their 1954 models equipped only with a speedometer and rows of flashing lights!

Mr. Longstone states, and here I am in complete agreement with him, that instruments are provided chiefly to tell us when things are going wrong. In the preceding sentence he says that a speedometer is an essential and devotes the rest of his letter to relegating a lot of valuable instruments to the scrap-heap. A speedometer is, of course, a legal requirement, but it tells you that something is going wrong only when the imminent disaster is likely to be of a highly spectacular nature!

Mr. Longstone learns nothing from his radiator thermometer. Mine is much more co-operative and tells me the temperature of my engine coolant. This in turn lets me know if my engine is running warm enough to avoid excessive cylinder wear and enables me to maintain the correct radiator temperature by blanking-off as required. (I hear of modern cars needing a rebore after a mere 20,000 miles; could it be that they do not have this useful gauge?) I like my ammeter, too, and have saved myself much trouble and expense by noting from time to time that this much maligned little dial was giving a consistent and reasonable reading.

The oil-pressure gauge is also mercilessly discarded and replaced by a little light—let us not dwell on the hideous possibilities of bulb failure at the crucial moment! I like the idea of a light to give immediate warning of total loss of pressure, but let us have a gauge as well—it is irregular oil pressure that so often heralds trouble, not total absence. Mr. Longstone says "What can the average motorist do in any case?" Well, he can stop at the next garage and possibly save himself a large repair bill.

I would rather know a little more about the state of my petrol tank than I could glean from the guarded information supplied



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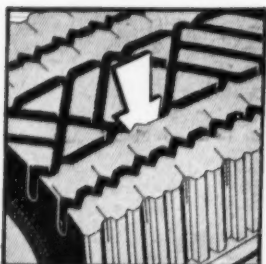
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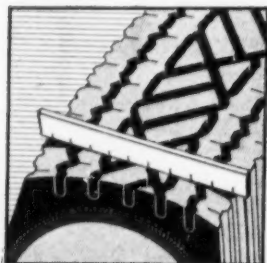
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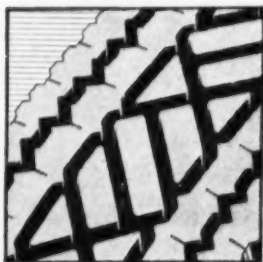
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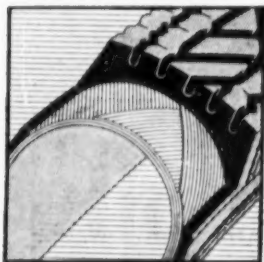
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AVON

H.M.

CORRESPONDENCE

continued

by Mr. Longstone's red and blue lights—that I may have just over a gallon or perhaps I have six times this amount.

If your correspondent requires a little light to tell him if his head lamps are dipped or not, I can only suggest that his lamps are either too dim to require dipping or, on the other hand, the operation of his dip switch makes so little difference that he will dazzle oncoming drivers whatever he does!

I am not so bigoted that I want to make Mr. Longstone look at instruments if he finds them distracting (though I can imagine few things more trying than a ticker-tape speedometer), but please let them be provided for those of us who can interpret their readings and thus save ourselves needless trouble and expense. After all, he can always solve the problem by sticking brown paper over them.

P. T. PULMAN.

Diss, Norfolk.

Support Required from the Experienced

[64916].—The letter [64881] concerning instruments, from Mr. R. J. Longstone, in *The Autocar* of May 15, must surely make retired members of your staff, such as S. C. H. Davis and Montague Tombs, spin dizzily in their respective chairs.

When a motorist gives pride of place to the least needed instrument of all, the speedometer, I feel that it would be a great help to all other motorists if you could persuade either of the above-mentioned motorists of vast experience, together with members of your present staff, to present a collective article regarding the value of good instruments to the driver.

And what a commentary on modern lighting systems that it is necessary to be informed whether one is driving with the lamps dipped or otherwise!

JAMES FRASER.

Hornchurch, Essex.

BEWARE

Slight Recompense

[64917].—You were good enough to publish in *The Autocar* a letter [64877] I wrote to you regarding damage sustained to my car when I left it in a large West End garage during the middle of April.

I feel it is only fair to the garage concerned to state that since I wrote to you they have, in response to a fairly outspoken letter from me, made a contribution towards the cost of repairs. Though this does not cover fifty per cent of the total cost and as far as I know I may yet lose the no-claim bonus of my insurance policy, I feel it must be duly recorded as being better than nothing.

DONALD G. BROWNIE

Redcar, Yorkshire.

A Happy Experience

[64918].—Mr. D. G. Brownlie's experience [64877] of damage to his car in a garage, and of the subsequent indifference of the garage people, is unfortunately not uncommon. It is therefore doubly pleasing to be able to record an instance of very different treatment.

Recently I left my Alvis overnight in the Pollokshaws Road garage of Southern Motors, Glasgow. Next morning I found the wiring to an almost new Lucas fog lamp had been cut and the lamp itself stolen. As I was just leaving for my home 170 miles away I could deal with the matter only by correspondence, but within a fortnight I received from the garage concerned a brand new lamp of similar pattern, with their apologies and regrets.

ROBT. B. R. BLOXAM.

Broughton-in-Furness, Lancashire.

"VANGUARD VARIATIONS"

Comments from Another Owner

[64919].—It was of considerable interest to me to read the article "Vanguard Variations," by Mr. G. Douglas Bolton, in *The Autocar* of May 22, and to compare his opinions with mine, having done over 10,000 miles in my Vanguard.

As a professional man, I agree with him that the size of this car is excellent, especially in my case, using it almost entirely in London; twin wing mirrors are essential; the lighting is good—I was not forced to stop using the car in last winter's fogs either by day or night—and the general performance is

satisfactory as I can get 23-24 miles per gallon in London and 27-28 on the open road without overdrive. I am with him also in the matter of reflection from the chromium-plated steering wheel parts in the screen.

There are certain features with which I heartily disagree. First, he says his chromium has weathered well with silicone and wax coatings; at the end of a year my chromium is almost entirely covered with bubbles and flakes, despite regular application of silicone plus wax on some eight occasions. The paint has assumed a *peau d'orange* effect over a considerable area, despite most careful attention. Mechanically I have had little trouble apart from an occasional air lock in the petrol feed from the pump to the carburettor. Already there are several rattles, and I have had to have one door reset twice to prevent it from fouling.

While I admit that my car is in use at all hours and in all weathers, I feel that Mr. Bolton either mollycoddles his car or has been lucky in his acquisition.

A. E. CARTER, F.R.C.S.

London, W.6.

NATIONAL CAR MUSEUM

Should be Tackled on a National Scale

[64920].—I have read with great interest letter [64865] from my old friend Mr. St. John C. Nixon on the subject of a national car museum. I wholeheartedly support his views and I do sincerely hope that this most important matter will shortly be tackled energetically.

There are obviously many difficulties to be overcome, particularly that of persuading a private individual to part with his pride and joy, upon which no doubt he has lavished considerable expense and hard work. On the other hand, it seems to me that in the event of a national car museum being set up, only one example of a particular make and model would be required, and this would inevitably mean that there would still be a number of veteran cars available for use by their owners, without attracting the criticism that Mr. Nixon so rightly raises in his letter.

If this matter could be properly tackled on a national scale by the various motoring organizations, and also the motor industry from a financial point of view, I feel sure that with good organization the Veteran Car Club of Great Britain could persuade most of its members to co-operate in such a worthwhile cause.

S. A. TIPPETTS.

Stow-on-the-Wold, Gloucestershire.



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SERVICE VIEWPOINT

Liquid Cushion

AT a recent lecture given by a representative of one of Britain's leading piston manufacturers I asked the speaker for his opinion on "micro-milling," or knurling the thrust face of a worn piston, which is done in an endeavour to reduce audible piston slap by providing an oil cushion in the grooves of the knurling. I was astonished to hear that the speaker had never heard of the practice; yet I know of one firm in Britain which *does* carry out this work, and I also know that, in America, it is an almost invariable practice to apply this treatment to worn pistons during a "re-ringing" job. Could it have been that the speaker was more concerned about selling his product?

However that may be, I tend, theoretically, to favour the idea; it seems to me that there is a good deal to be gained from using pistons which have largish clearances, provided that one can prevent piston slap and control oil consumption; special oil control rings, of varying designs, will take care of the latter, so that if knurling the thrust face will deal with the former, there should be reduced friction losses in the cylinder, and therefore general performance should be improved. Back in my motor cycle days very large clearances were always favoured for high performance, and greater attention was given to ring fitting and to frequent replacement than is common in modern car practice. It has been suggested that the knurling is done to bring up the skirt diameter of the piston, but this is not so in America, for the peaks are turned off the knurl before refitting the pistons. Any comments, piston experts?

The Lost Cord

COULD it be just another bit of post-war penny-pinching that has deprived us of that very useful device, the rear window blind? Not many new cars are fitted with it, and, indeed, some motorists seem to have forgotten that such a thing ever existed. I, and many of my customers, still think that it is necessary to pleasant night driving, and we have, between us, evolved a simple little "mod" to meet the situation.

There is no fabulous expense about the job. The following are needed: a piece of $\frac{1}{2}$ in rod, screwed 3in down at each end, and about 2in longer than the width of the rear window; a piece of $\frac{1}{2}$ in by 1in steel strip, about 4in longer than the width of the window, and each end bent at right-angles about 2in along; a long, light compression spring, suitably modified to make a torsion spring; a 1in wooden roller, as long as the width of the window, and bored

through $\frac{1}{2}$ in; a few tacks, a few nuts and washers, a few small staples, a piece of material to match the roof-cloth, a curtain ring, and a bit of string.

I expect you've got it worked out already: tack the material on to the roller, and affix the string to the strengthened upper edge. Mount the steel bracket beneath the window, and mount the roller, complete with torsion spring, with the aid of the screwed rod, nuts and washers; arrange the spring to return the material to the furled position. Pass a bit of the string through a neatly buttonholed hole in the roof cloth, through staples affixed to the roof stays on the centre line of the car; allow the bit of string to come out through another n.b.-h.h. convenient to the driver, and tie on the curtain ring; a very tiny chromium picture hook is then affixed in a convenient place to take the curtain ring when the blind is run up.

Cost? About two shillings.

Side-valve Simplicity

THE following quotation comes from a recent letter of a highly respected and well-known Gravesend trader:

"We have yet much to relearn about side-valve engines which was forgotten 30 years ago."

It is worth a paragraph on its own, for that short sentence contains a lifetime of wisdom. In my mind, its truth is indisputable, and if anyone doubts it, I recommend them to study the reports of such engines as the 16H Nortons of the early '20s, the old Anzani's, the Austin Sevens, and so on. I shall be called a turncoat, I know, for not long ago I was eulogizing the hemispherical combustion chamber, fitted with inclined overhead valves; but I was citing the hemispherical chamber as the ultimate in o.h.v. design, in an effort to throw into relief the

deficiencies of some of the "theoretical" modern o.h.v. layouts. Some of the latter are unbelievably bad, and I hold the view that a good side-valve design is a lot better than a mediocre o.h.v. design.

Designers have to cater for different motorists; one distinct type must have ultimate performance, whilst another must have economy, and the fact is that the majority of modern designs give neither one thing nor the other. It should be a simple matter to produce a 1,200 c.c. side-valve engine capable of developing 40 b.h.p., without sacrificing any of its characteristic tractability, useful torque figures, and economy.

Static Fire

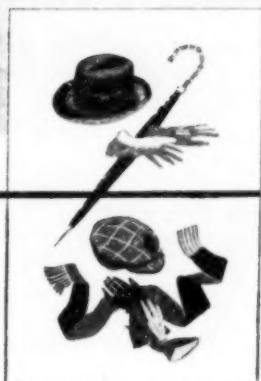
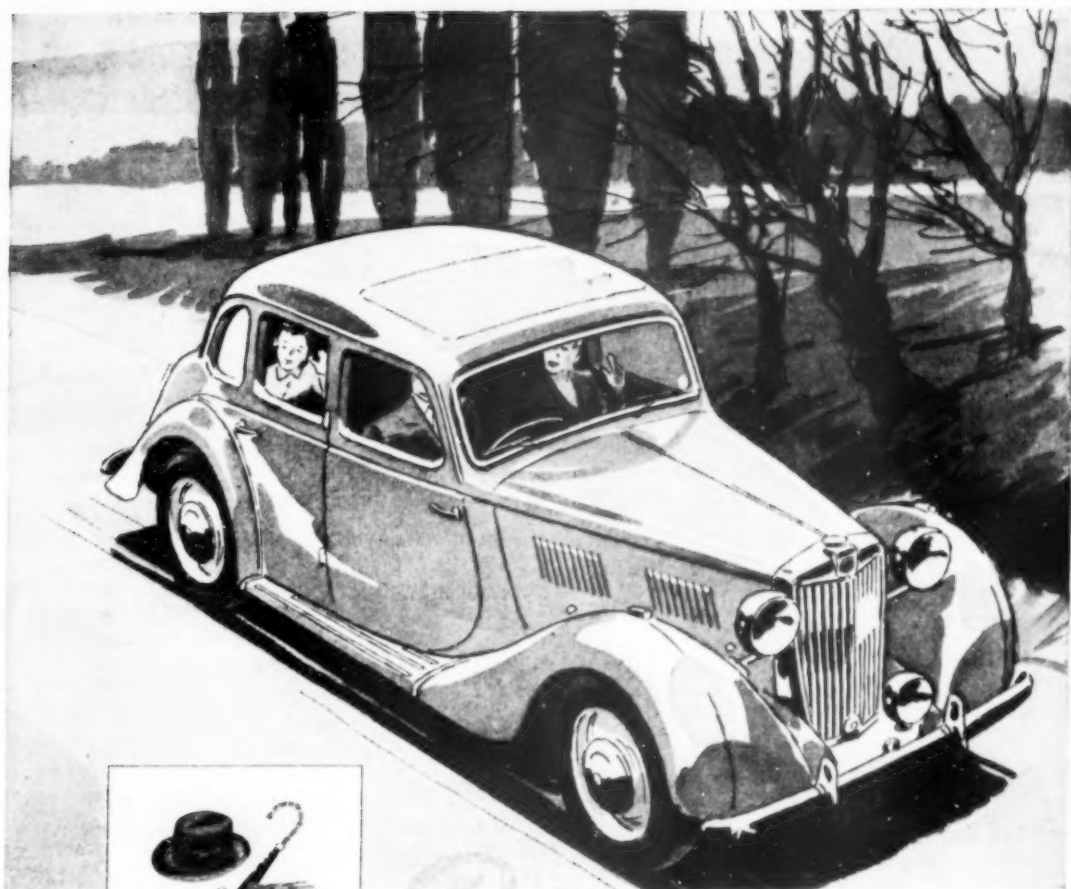
A RECENT fire which completely gutted a filling station, and which was found to have been started by a static discharge from a tanker refilling the storage tanks, brings to mind once again the peculiar things electricity can do. In the old Air Force days chain connectors were supplied to connect the aircraft to the tanker with an efficiently conducting "bond" before the hoses were connected, and woe betide any man who was seen to take a hose near the filler cap before this bonding was complete, and before the tanker itself was securely earthed by another chain and spike.

On the rare occasions when these precautions had been neglected the survivors reported a massive spark from the hose to the filler cap which immediately turned the aircraft, and sometimes the tanker, into a raging inferno. It always seemed to me that, even among the boffins, there was an air of quiet bewilderment about these phenomena, for even the provision of conducting tyres (which I imagine were impregnated with carbon) failed to minimize the danger. I used to ask questions, but nobody seemed to be certain whether the static electricity was generated by the passage of the aircraft through the air or by the passage of the petrol through the hose.

TUNESMITH



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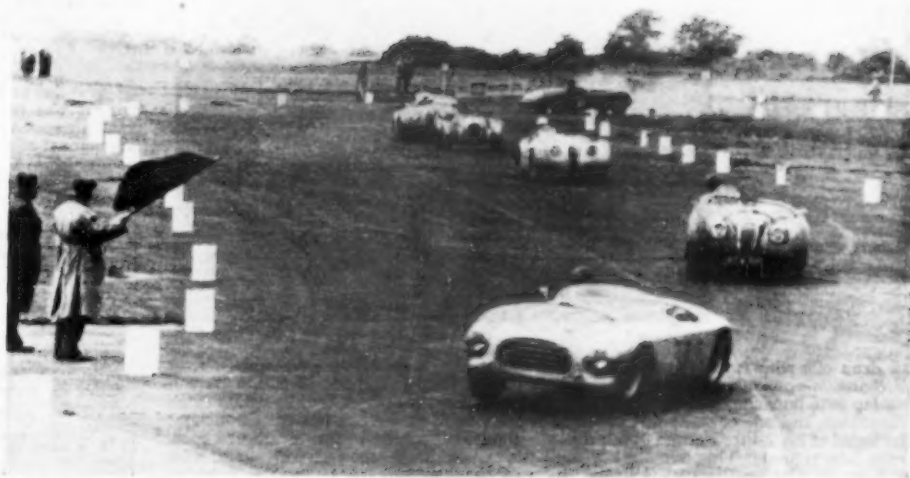
OF

MORRIS

CARS

Dramatic Dead Heat to Last Race at W.E.C.C. Snetterton Meeting

Cliff Davis (Tojeiro) leads a group of XK120 Jaguars through the Esses: the Jaguar of P. Foden is spinning round in the background.



WEST ESSEX IN NORFOLK

IT is often being demonstrated at the present time that a good club race meeting can provide just as thrilling a spectacle, quite as interesting racing, and more freedom of movement and spectator visibility than are available at many major Grand Prix races. This was never more plain than at the West Essex Car Club's race meeting last Saturday, run off at Snetterton circuit near Thetford in Norfolk in the regretted absence of the Boreham circuit which was originally fostered by this club.

Although the demise of Boreham is to be regretted on the grounds that it was admirably situated territorially to cover a large, heavily populated area, yet it must be conceded that in many ways Snetterton is the better circuit. Although it, too, is a converted airfield, there is less impression of vast areas of uncharted space about it, and there are at least four excellent and interesting corners, although the excellent attempts made last year to provide background in the shape of rows of young pine trees staked in lines seem to have come to a sad end; the safety banks remain, and it is evident that much work has been done to bring the circuit to its present pitch.

The first two events were handicap races, five laps long, for small and large sports cars respectively. In the first, Cliff

Davis came through the field from the 10 sec mark in his famous Cooper-M.G., JOY 500, to win convincingly from Harewood's M.G. and W. B. Black's Frazer-Nash; J. Barber's Golding-Cooper, a Bristol-engined version with an extraordinary super-flying-saucer body, made its debut and finished fourth. Davis pushed his own 1½-litre sports car lap record for the course up to 77.64 m.p.h., the fastest lap in the race. Baxter's Healey had an easy win in the second event, and interest centred on the way in which Baird brought his 3-litre sports Ferrari through the field, after a bad start, to finish second in front of Moore's H.W.M.-Jaguar and Davis' Tojeiro.

Next came the always spectacular formula 3 event. This time there was no doubt about the result: Don Parker's Kieft shot into the lead and stayed there. But behind him a lovely scrap ensued between Ken Smith in his amateur-built car and Don Truman's Cooper; the former held second place until the penultimate lap, then lost it, only to snatch it back again on the last lap of all. A handicap for vintage Bentleys followed, which was redeemed from being a procession by the snatching of a last-lap victory by D. McClure's 4½-litre from A. J. Hollington's similar car.

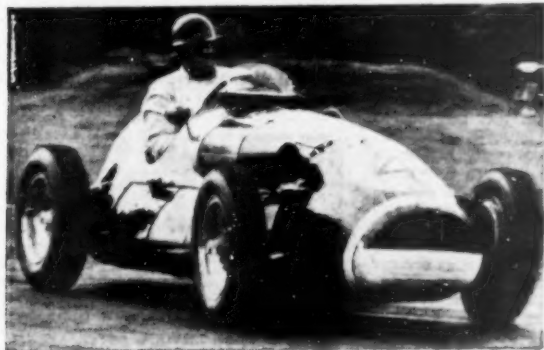
Now came the faster stuff, in the

form of the 2-litre formula 2 cars. Alan Brown made a good start in the new Cooper-Bristol which he was driving in place of the Cooper-Alfa, and led for the first three of the ten laps, but then Tony Rolt came hurtling through in the Connaught which he drove to victory at the Crystal Palace the previous week, and drew away from the field. Brown, however, staved off Baird's 2-litre Ferrari to take second place. Two laps from the end came excitement when James Stewart lost one front wheel from the Ecurie Ecosse Cooper-Bristol just before the paddock, but he kept the car neatly under control.

Jumping the Queue

The most exciting race of the day was probably the last but one; of only five laps duration, it was a scratch race for sports cars of any capacity, and provided a terrific battle from start to finish. On the first corner Barber's Golding-Cooper and Poore's DB3 Aston Martin were put out by a collision, while Oscar Moore made full use of the H.W.M.-Jaguar's acceleration to lead on the first lap, but was then passed by Ian Stewart's C-type Jaguar. Moore, however, who as usual was very fast on the straights but comparatively slow in cornering, then led a wild and frantic bunch comprising Davis' Tojeiro, Jimmy Stewart's C-type Jaguar, Salvadori's Frazer-Nash, Parnell in the new-type Le Mans DB3 Aston Martin, and Baird's Ferrari. Finally the last-named came hurtling into the Esses at what seemed an impossible speed, weaved in and out of the other four between the bends, and passed Moore to take second place on the way out—a staggering manoeuvre which did not look like coming off at first! Before the end, J. Stewart and Parnell also got past Moore, while Salvadori hit the back of the H.W.M. on a bend, though fortunately only lightly.

Finally came the *formule libre* racing car event. At first Richardson's R.R.A. led from Gaze's 3-litre Maserati, the latter passing on the first lap to lead, only



Tony Rolt (Connaught) won the formula 2 event, following up his Crystal Palace victory.

WEST ESSEX in NORFOLK continued

Robert Baird, the Ulster driver, set up fastest sports car lap in his 3-litre Ferrari.



to drop out with trouble two laps later. Richardson spun like a top in the Esses on lap two, bouncing marker drums in all directions, and one of these was collected by Baird in his 2-litre Ferrari—both these cars then retired. This left Nuckey and Brown in Cooper-Bristols well out in front, with Eric Thompson in the R.R.C. Walker Connaught and Ian Stewart in the *Ecurie Ecosse* Connaught closing up.

Thompson's gear box gave up; Stewart passed Brown, and set off in hot pursuit of Nuckey. It seemed that he would catch him; then, on the last lap, the Connaught suddenly misfired for a short spell, dropping back—then cut in again, and, as the two cars raced for the finishing line, the Connaught just drew abreast of the Cooper! The judges unanimously declared the result a dead heat, a very

rare occurrence and a most exciting finish.

Fortunately, the weather held throughout the day, being cool but fine and, at times, sunny. The programme was run off with clockwork regularity, and, starting as it did at 1.30 and finishing at 5.30 p.m., it was just the right length for a good afternoon's sport and deserved its large crowd of spectators.

RESULTS: lap distance 2.7 miles.

Sports car handicaps (5 laps): 2-litre, 1. Cooper-M.G. 1.467 (F. C. Davis) h/cap 10sec. 12m 1.6s, 75.17 m.p.h.; 2. M.G. 1.467 (E. Harewood), 35s, 12m 4.4s; 3. Fraser-Nash 1.971 (W. B. Black) scr., 12m 15s. **Unlimited:** 1. Healey 2.443 (A. C. Baxter) 75s, 11m 2.2s, 73.40 m.p.h.; 2. Ferrari 2.970 (R. Baird) 15s, 11m 15.4s; 3. H.W.M. 5.442 (O. Moore) 15s, 11m 20s. **Bentley:** 1. 4½-litre (D. McCleure) 98s, 13m 35.2s, 64.71 m.p.h.; 2. 4½-litre (A. J. Hollington) 72s, 13m 35.6s; 3. 4½-litre (R. H. H. Mason) 72s, 13m 50.6s.

Unlimited sports car scratch race (5 laps): 1. Jaguar 3.442 (I. M. M. Stewart) 9m 56.8s, 81.45 m.p.h.; 2. Ferrari 2.970 (R. Baird) 10m 5.8s; 3. Jaguar 3.442 (J. H. Stewart) 10m 6.2s. **Fastest lap:** Baird, 1m 55.4s, 84.22 m.p.h.

Racing car scratch races (10 laps): **Formula 3:** 1. Kieft (D. Parker) 20m 54s, 77.52 m.p.h.; 2. Smith 500 (K. W. Smith) 20m 58.6s; 3. Cooper (D. Truman) 20m 59s. **Fastest lap:** Parker, 2m 2.4s, 78.40 m.p.h. **Formula 2:** 1. Connaught 1.960 (A. P. R. Rolt) 18m 55.8s, 85.58 m.p.h.; 2. Cooper-Bristol 1.971 (A. Brown) 19m 10.8s; 3. Ferrari 1.990 (R. Baird) 19m 12.4s. **Fastest lap:** Rolt, 1m 51.6s, 87.08 m.p.h. **Formula Libre:** (tie), Connaught 1.960 (I. M. M. Stewart) and Cooper-Bristol 1.971 (R. Nuckey) 19m 5.8s, 84.98 m.p.h.; 3. Cooper-Bristol 1.971 (A. Brown) 19m 13.4s. **Fastest lap:** Stewart, 1m 51.6s, 87.08 m.p.h.

Vukovich Wins at Indianapolis

BILL VUKOVICH, driving the Fuel Injection Special, won the 37th Indianapolis 500-mile classic, run on Saturday, May 30. His average speed was 128.740 m.p.h. Art Cross, in the Springfield Welding Special, was second, at 126.827. Third across the finishing line was Duane Carter, relief driver for Sam Hanks, in the Bardahl Special; Carter's Miracle Power Special had retired on the 94th lap with ignition trouble, following a lengthy pit stop in an unsuccessful effort to rectify the fault. Fourth was Paul Russo, who had taken over the wheel of the Grancor-Elgin Special from Fred Agabashian, after his own car had been put out of the race with a broken magneto coupling.

After the fifth and sixth finishers—Jack McGrath (Hinkle Spl) and Jimmy Daywalt (Sumar Spl), respectively—had crossed the line, the rest of the field was flagged off. With retirements and accidents which eliminated 19 starters, only 14 cars were running at the finish. Four competitors—Andy Linden (Cop-Sil-Loy Brake Spl), Gene Hartley (Federal Engineering Spl), Pat Flaherty (Peter Schmidt Spl), and Gene Hartley again, acting as relief driver for Tony Bettenhausen's Agajanian Spl—were eliminated by crashes. The unfortunate Duke Nalon, who had nursed his supercharged Novi Special through six pit stops and looked a certain finisher, spun his car off the course to avoid Hartley, who was unhurt, thus surviving two crashes in the same race.

Heat Tragedy

No drivers were seriously injured, but Carl Scarborough (McNamar Spl) stopped on the 69th lap overcome by heat, and died later in hospital. His car was taken over by Bob Scott. The blazing heat, matched by the pace set by Vukovich in the winning car, was extremely harsh on the machines. The previously unheard-of track surface temperature of 130 deg Fahrenheit scorched up tyres.

Despite his three pit stops for tyres and

fuel, Vukovich led the field for 195 of the 200 laps, winning the record lap prize for this feat; yet his overall average was 0.182 m.p.h. slower than Troy Ruttman's 1952 victory, owing to yellow caution lights slowing the pace for 9m 28s of the event. However, the following five finishers were all faster than last year. Vukovich set up an amazing first lap at 133.097 m.p.h., just 7 m.p.h. faster than the corresponding 1952 time. The winner was setting up new records all the way; by the 14th lap he had built up his lead to ten seconds,

and by lap 40 had lapped all but five cars. Vindicating last year's failure, Vukovich's car ran perfectly throughout, and he was never pressed. A picture of the winner appeared on page 740 last week.

RESULTS

500 miles, 2.5-mile lap

1. Fuel Injection Spl (Bill Vukovich), 3h 55m 1.6s, 128.740 m.p.h.; 2. Springfield Spl (Art Cross), 3h 56m 32.5s; 3. Bardahl Spl (Sam Hanks and Duane Carter), 3h 57m 13.24s; 4. Grancor Elgin Spl (F. Agabashian and Paul Russo), 3h 57m 40.9s; 5. Hinkle Spl (J. McGrath), 4h 0m 51.55s; 6. Sumar Spl (J. Daywalt), 4h 1m 11.98s.

VERY FAST ALBI

THE race at Albi, in south-west France, last Sunday, was certainly not lacking in either interest or thrills. The first heat was confined to formula 2 cars, and was won by Rosier's Ferrari from Bayol's Osca, Whitehead's Cooper-Alta and Mieres' Gordini. Then came the second heat, for formula 1 cars; Fangio streaked off into the lead with a B.R.M., with Ascari and Farina chasing him in 4½-litre Ferraris; Ascari dropped out with transmission trouble, and Farina had pit stops which put him virtually out of the running. Thus Fangio won easily from Wharton's B.R.M., with Rosier's 4½-litre Ferrari third, Trintignant's 2.3-litre Gordini fourth and Gonzalez fifth in the third B.R.M. after some tyre trouble.

In the final, Rosier asked permission for Ascari to drive one of his two qualified Ferraris; this, however, was refused, so Rosier started in the larger-engined car. The three B.R.M.s led easily for seven laps, and then Fangio threw a tyre tread which damaged a rear hub and put his car out. Wharton then threw a tread, and crashed into a wall at high speed; he was thrown out of the car, and miraculously got away with bruises and shock; the car was completely written off, some parts being found almost 200 yards away from the accident. Gonzalez was also a victim of tyre trouble, having several pit stops,

and it was thus the reliable Rosier who finished first in his Ferrari, with Gonzalez second half a minute behind, the Gordinis of Trintignant and Mieres third and fourth, and Whitehead's Cooper-Alta fifth.

Mechanically Good

Although the B.R.M.s proved easily the fastest cars in the race, they were defeated by the apparent impossibility of keeping tyres in one piece at their speeds. However, their standard of mechanical reliability appeared good, and there seems little doubt that if there are any more races for which they are eligible, they now have every chance of redeeming some of their lost reputation. But no more major international formula 1 events are in sight at present.

RESULTS

Heat distance 55.3 miles (10 laps of 5.53-mile circuit): **Formula 2:** 1. Ferrari (Rosier), 35m 41.4s, 94.50 m.p.h.; 2. Osca (Bayol), 34m 5.9s; 3. Cooper-Alta (P. Whitehead), 34m 34.1s; 4. Gordini (Mieres), 34m 35.4s. **Fastest lap:** Mieres, 1m 14.5s, 102.44 m.p.h. **Formula 1:** 1. B.R.M. (Fangio), 29m 57.6s, 110.76 m.p.h.; 2. B.R.M. (Wharton), 31m 9.3s; 3. Ferrari (Rosier), 32m 4.4s; 4. Gordini (Trintignant), 32m 32.1s. **Fastest lap:** Fangio, 2m 55.3s, 115.57 m.p.h. (record).

Final (99.56 miles, 18 laps): 1. Ferrari 4.500 (Rosier), 56m 36.8s, 105.52 m.p.h.; 2. B.R.M. 1.488 (Gonzalez), 57m 7.8s; 3. Gordini 2.300 (Trintignant), 58m 30.6s; 4. Gordini 1.960 (Mieres), 1 lap behind; 5. Cooper-Alta 1.960 (P. Whitehead). **Also started:** B.R.M.s (Fangio, Wharton), Ferrari (de Tomasco), Osca (Bayol), Cooper-Bristol (Cole), Connaughts (Clase, Lyons).



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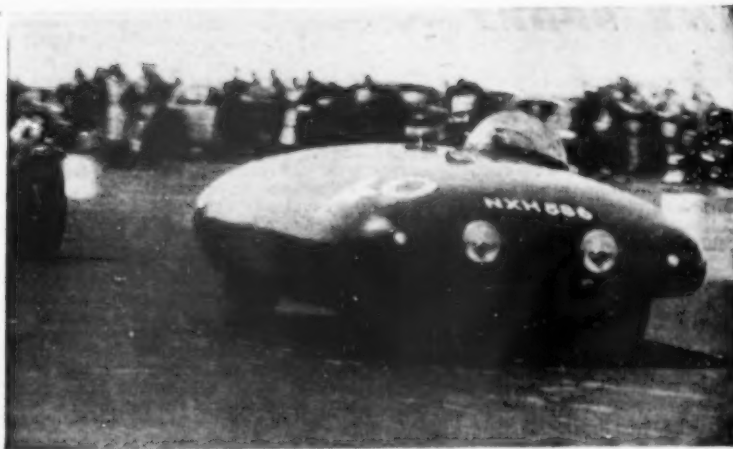
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THE SPORT by J. A. Cooper

John Barber is seen here at the wheel of the new Golding-Cooper, with Bristol engine and very fully streamlined body, at the West Essex C.C. Snetterton meeting last Saturday.



COINCIDENCE OF DATES ● 9-HOUR GOODWOOD ● CHIMAY

THE recent coincidence of two major international races run under the same formula and taking place on adjacent days seems likely to bring a long-standing grievance to a head. The events in question were the B.R.D.C. "Daily Express" International Trophy race on May 9, and the Naples G.P. on May 10; the result was, of course, that the Ferrari and Maserati works teams went to Naples, the former sending only one car (that driven by Hawthorn) to the British event.

It is clearly laid down in the International Sporting Code that a minimum interval of five days must elapse between two similar international events. The B.R.D.C. race was established in the international calendar early in the year; the organizers of the Naples race did not apply to the F.I.A. for their date until much later. Apparently, however, the latter body did not reply to them as soon as they should have done, nor did they deal expeditiously with the matter when the B.R.D.C. protested against the clash.

There was, of course, no reason why the Italian event should not have been held under a national permit; but then it would have been impossible for two of the star drivers (Fangio and Gonzalez) to have taken part, they not being Italians.

Certainly something must be done to prevent a recurrence of this sort of trouble in the future, or a state of complete chaos will arise. Obviously, these matters must be dealt with by the governing body of international motor sport—the *Commission Sportive* of the F.I.A.—and it is that body which must take steps to put its house in order; this is not the first example of an undue lapse of time in dealing with important matters amounting to emergencies. Indeed, it is the shortcomings of the international body which are sometimes (but, alas, by no means always) responsible for the same charges being levelled against our own governing body, the Competitions Department of the R.A.C.

Any international argument of this nature (and, indeed, the national ones as well) involving clashes owing to the overcrowded state of the competition calendar

must be settled promptly, before the events take place. It is useless to try to penalize the guilty parties afterwards (even when it is the fault of the clubs concerned)—imagine what would happen if Fangio's licence were suspended for competing in an unscheduled event!



THE regulations for the Nine-Hour Sports Car Race at Goodwood on August 22 are now available from the B.A.R.C., 55, Park Lane, London, W.1. Any type of sports car may be entered, without any stipulations as to the number produced, provided that it complies with the B.A.R.C. rules governing their sports car events. Pump fuel is obligatory, refuelling will be from churns, cars will be diverted into classes—above and below 2 litres. Entry fee 15 guineas, returned for every car completing a minimum of fifty laps; first prize £500, second £250, third £150, fourth £50, first in each class £150, second £100, third £50. Entries close July 27.



PROBABLY the largest concourse of historic cars that there has ever been in London will gather in Hyde Park on June 7. The Veteran Car Club has made a magnificent effort to celebrate the Coronation by scouring the country for veteran and Edwardian cars, so that as many *marques* as possible may be represented in this cavalcade. It promises to be a Commonwealth occasion. The first car leaves Hyde Park at 8.30 a.m. Starting the run is the Mayor of Windsor, Ontario, in London for the celebrations, accompanied by the Mayor of the City of Westminster. From London the cars will be driven to the Royal Borough of Windsor, where they will be received by the Mayor, and General Lord Freyburg, of New Zealand.

No models manufactured after 1916 have been admitted; 220 cars will take part in the run, and after reaching Windsor they will be on show during the afternoon in Home Park. Included in the entry are the 1900 Daimler built for King

Edward VII, to be driven by Frank Lancaster, one of the famous Lanchester brothers, and an 1899 Benz, which still boasts its original coat of paint; this car, which has been in the Miles family since it was new, will be driven by R. S. Miles. The representation from America would be incomplete without the beloved Model T Ford; there is also a Cadillac, which F. S. Bennett drove in the 1,000 miles trial, and he will pilot it to Windsor on Sunday. A film, *Genevieve* by name (reviewed on page 756) included in its props a number of veteran cars; these, too, will be in the procession, with their film stars at the wheel—among them is Dinah Sheridan.



ENTRIES are coming in well for the B.R.D.C. Empire Trophy sports car race in the Isle of Man on June 18; an additional attraction will be the presence of a B.R.M. to give a demonstration run round the course at high speed. Among the entries already received are Moss in a works Jaguar, Hans Ruesch (making a return to racing) in a 4.1-litre Ferrari, the three *Ecurie Ecosse* C-type Jaguars, Wharton and Mitchell in Frazer-Nashes, and most of the keen 1½-litre protagonists. It is to be hoped that this event will attract a good crowd of spectators this year, for otherwise there is some doubt as to whether it can be held again in the future. Flag marshals are urgently needed, incidentally; volunteers forward, please, offers to the B.R.D.C., 4, Park Lane, London, W.1.



THE G.P. *des Frontières*, held on Sunday, May 24, took place in glorious sunshine and the particularly friendly atmosphere which always prevails on the Chimay course.

On the starting grid, John Claes in his new Connaught shared the front rank with Trintignant, in a Gordini. On the second line were Bira in a Maserati and R. Laurent, in the Belgian-owned Ferrari. They were followed by a field of fifteen, among whom were Hans Stuck (A.F.M.)

THE SPORT

continued

and Wacker, President of the Sports Club of America, driving a Gordini. As expected, Trintignant took the lead, followed by Bira and Laurent; Claes had difficulty in engaging first gear. Trintignant took the lead from the start.

The race developed into a struggle for the second place; unfortunately Bira was soon out, after having hit an obstacle in a three-cornered fight for a bend. Claes drew away from Laurent's Ferrari and it seemed that the race was settled, but on the eleventh lap Laurent closed in, a move which was facilitated by a stone breaking Claes' goggles; he was forced to slow down and discard his broken glasses at the pit. Then followed a tussle between Laurent and Claes, Laurent overtaking Claes on the straight and the latter regaining his place on a sharp bend. Finally, Claes hit a post and retired; Wacker finished a good third.

The race was unfortunately marred by an accident which befell the French champion skier, Henri Oreiller, who drove his first race ever at the wheel of a Veritas belonging to the Belgian Ecurie Francorchamps. He overturned on a corner and the car was burned out, the driver and two policemen being rather badly burned in the process. This unhappy accident can probably be assigned to lack of experience, since Oreiller had never previously driven in a race and had watched only one race as a spectator.

PROVISIONAL RESULTS

1. Gordini (Trintignant), 1h 25m 59s, 94.27 m.p.h.; 2. Ferrari (Laurent), 1hr 27m 11s; 3. Gordini (Wacker), 1h 28m 27s. Fastest lap, Gordini (Trintignant), 96.88 m.p.h.
 500 c.c. Race: 1. Kieft (Loens), 30m 55s, 78.55 m.p.h.; 2. Cooper (Bella), 32m 57s; 3. B.M.W. (Bossart), 35m 48s. Fastest lap Kieft (Loens), 81.05 m.p.h.



AS part of the town's Coronation celebrations, the Chelmsford Corporation laid on a Concours d'Elegance and driving tests in the Central Park, Chelmsford, last Sunday. The 56 entries were divided into 17 classes, and ranged from the venerable 1910 Wolsley of A. J. D. Brown to J. C. S. Mosley Webb's splendid 1933 Rolls-Royce, with a fairly representative selection of vintage sports cars.

Outstanding among these was J. Bond's 38-250 Mercedes-Benz. It was impossible to find a blemish on the white coachwork or scarlet leather upholstery and the engine room condition was in keeping with the rest. P. Rawlin's Sunbeam-Talbot was an example of what endless care and attention can produce. Practically everything under the bonnet was chromium-plated and the majority of the underneath of the car was brightly polished. S. J. Humphries' 1914 Perry two-seater was beautifully kept and, being the owner's only car, is in daily use.

After the prizes had been presented by the Hon. Gerald Lascelles, the large crowd of spectators moved to another part of the park to watch the driving tests, which were of an original character.

The enthusiasm shown by the competitors and spectators was such that the Corporation are planning to make this an annual event. Credit is due to Mr. R. A. Gammons, who was responsible for the organisation.



TOMORROW there are both the Shelsley Walsh hill-climb and the Eight Clubs race meeting at Silverstone. Both have excellent entries; admission to the latter by ticket to members of the clubs concerned and their friends. The Dutch G.P., which takes place on Sunday, has a magnificent entry comprising five Ferraris (Ascari, Farina, Villorosi, Hawthorn and Rosier), three Maseratis (Fangio, Gonzalez and Bonetto), three Gordinis (Behra, Trintignant and Schell), two H.W.M.s (Macklin and Collins), four Connaughts (Salvadori, McAlpine, Claes and Moss) and Wharton—if he is fit enough after his crash at Albi—in his Cooper-Bristol.

There is a rumour that the works Ferraris will be of a new type, while it is known that Maseratis have a new chassis on the way, though whether it is ready yet or not is doubtful. It has been designed by Colombo, and is alleged to bear a striking resemblance to a miniature Type 159 Alfa Romeo, which was largely a product of the same brain. Incidentally, the same official works team of four Ferraris has already entered for the British G.P. at Silverstone on July 18.

IN the formula 2 event at the Nurburgring in Germany last Sunday, in the Eifelrennen meeting, de Graffenried won in his Maserati, beating Paul Frère (H.W.M.) by one second in a thrilling finish. Peter Collins was third in a second H.W.M., 16 sec behind the winner. In the formula 3 event which had preceded the main race Stirling Moss scored an easy victory in his Cooper-Norton; André Loens held second place for some time in his Kieft, but then had to retire, and Eric Brandon finished second in another Cooper.

At Orleans on the same day, in the formula 3 race, victory went to S. Lewis-Evans (Cooper), from another Cooper driven by a Frenchman named Aboue. Dennis Taylor (Martin Special) was third and Reg Bicknell (Staride) fourth.

RESULT (race distance 27.98 miles)

1. Cooper (S. Lewis-Evans), 27m 35s, 61.79 m.p.h.; 2. Cooper (A. B. Aboue), 27m 40.4s; 3. Martin Special (D. Taylor), 28m 57.6s; 4. Staride (R. G. Bicknell).

CLUB NEWS

Sunbeam Register.—Sunbeam will make a pilgrimage to their birthplace, Wolverhampton, to take part in the town's Coronation weekend celebrations on June 20-21. There is an age-distance rally, followed by a concours and driving tests. The event is open to members of the Register, which now includes Roesch Talbot owners. (Entries close June 13; particulars from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.)

Half-Litre C.C.—Regulations are out for the closed meeting at Brands Hatch on Sunday, June 14. The programme has the usual "five-hundred" ingredients: races for seniors and juniors, with a consolation event for the heat runners who do not qualify for the final. Racing starts at 2 p.m.

Cemian M.C.—Unfortunately, just before the start of the President's Rally (May 17)—a series of driving tests at Whelpleyhill, near Bovingdon, Hertfordshire—torrential rain made puddles all over the course, washed out marker lines and made the surface very slippery. Six tests were run, each competitor having two runs at each manoeuvre. Despite the water, the event proceeded more or less to schedule. The Spring Trophy, for best performance irrespective of class or club, was won by E. W. Vero (Dellow); V. F. Gordon, with an M.G., won the President's Cup for his best performance as a member of the promoting club. Of the class awards, G. E. Froy's win, in his 933 c.c. Ford, was notable as his was the only closed car among eight starters. The Cemian team were again victorious in the inter-club team contest.

Isle of Wight C.C.—A navigational treasure hunt was run around the island on May 16; there were eight points to locate over a 50-mile course. The first competitor to finish spoilt his chances of gaining first place because he failed in a rather tricky driving test held in the dark at Sandown airport. Result was a tie for first place, between D. P. Walmesley (Sunbeam-Talbot 90) and D. Emerson, driving a pre-war Morris Eight. The surprise of the evening came when D. Emerson put up fastest time in the driving test, beating the remainder of the entry (with the exception of J. Snelgrove's Vauxhall, who was only a second slower by four seconds).

Margate and D. C.C.—Winner of the Hawkes Cup Rally, on May 10, was R. Bass, driving a Ford Consul; runner-up, L. Pour (Jaguar). A secret check in the morning navigational section caught nearly everyone.

Bristol M.C. and L.C.C.—The Naish hill-climb will be run again this year, on June 20; the hill is at Clapton-in-Gordano, near Portishead, Somerset.

COMING SHORTLY

JUNE 5-7.—Thames Estuary A.C. Southend-on-Sea Coronation car rally, Chalkwell Park, Westcliff-on-Sea, 7 p.m.

6.—Midland A.C. National speed hill-climb, Shelsley Walsh, near Worcester, 12.30 p.m.

6.—Eight Clubs. Race meeting, Silverstone Northamptonshire, 11.30 a.m.

6.—B.A.R.C. (S.W. Centre). Regularity tests, Goodwood circuit, near Chichester, Sussex, 2 p.m.

6-7.—Citroen C.C. Southern counties night trial, Ace Service Station, North Circular Road, Stonebridge Park, London, N.W.10, 10 p.m.

7.—Netherlands G.F., Zandvoort circuit, Holland.

7.—Hyères 12-hour race, France.

7.—Picardie 500 c.c. race, France.

7.—Brighton and Hove M.C. Concours d'Elegance, Madeira Drive Arches, Brighton, 2.30 p.m.

7.—Veteran C.C. Coronation Rally to Windsor, Hyde Park, London, 7.30 a.m. onwards.

7.—Sheffield and Hallamshire M.C. Kenning Cup Test Trial, Earle's Cement Works, Pindale, Hope, near Sheffield, 2 p.m.

7.—Riley M.C. (London Centre). Coronation Gymkhana, Brands Hatch, near Fawkham, Kent, 2.30 p.m.

7.—Southsea M.C. Cannon Cup Rally, Portsdown Hill, near Cosham, Hampshire, 11 a.m.

7.—Lancashire and Cheshire C.C. Coronation Safety Rally, Salford, Lancashire.

9.—Allard O.C. Monthly meeting, The Anchor, Shepperton, Middlesex.

13.—Cheltenham Coronation Rally for veteran and vintage cars, Long Garden, Promenade, Cheltenham, 1.30 p.m.

13-14.—Le Mans 24-hour race, Circuit de la Sarthe, Le Mans, France, 4 p.m.

13-14.—Taunton M.C. Night navigation rally, Somerset Motors, Ltd., Corporation Street, Taunton, Somerset, 11 p.m.

13-16.—International Swedish Rally to the Midnight Sun.

14.—Rome Grand Prix, Italy.

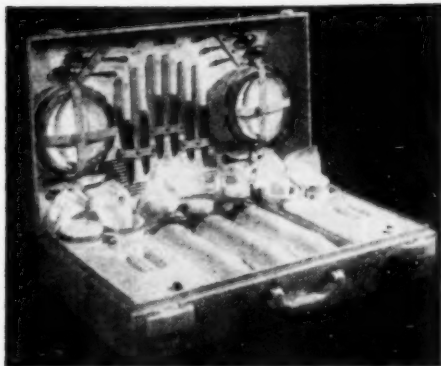
14.—Lancashire and Cheshire C.C. Captain Stott Trophy test rally, St. Annes Hotel, Buxton, Derbyshire, 11 a.m.

14.—East Anglian M.C. Regional driving test championship, Wormingford Airfield, near Bures, Essex, 12 noon.

14.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.

14.—Chiltern C.C. Annual touring rally, Swan Hotel, Thame, Oxfordshire, 11 a.m.

14.—Bugatti O.C. Members' hill-climb, Prescott, near Cheltenham, Gloucestershire.



The picnic case which was *The Autocar* prize for the class for closed cars with engines exceeding 1,500 c.c. but under 2,500 c.c. in the Royal Scottish Automobile Club's Scottish Rally. It was won by F. M. Marsh's Healey.

Walsall and D. Motor and M.C. Rally.—Rallies are often run for their amusement value alone; but this event to be run on June 7 by the police and motoring clubs in the Borough of Walsall, is based upon more serious foundations. It was run for the first time in 1951 as an extension of the local road safety campaign, for the police rightly considered that a driver who is encouraged to undertake manoeuvrability tests gains in driving efficiency, and therefore helps to increase general road safety under normal motoring conditions. The event consists of two sections; the first is a 40-mile road circuit, in which competitors are marked for correct hand signalling, parking, stopping and restarting, reversing and so on. At different points optional tests are run similar to those used in classic rallies, but modified to suit the ability of the average driver. The whole event is filmed and shown to competitors and friends at the prize presentation. It is run principally for the driver without previous competition experience or the facilities to enter one of the major classic events. Classes cater for open and closed cars, as well as for motor cycles and commercial vehicles. Entry fee is 5s per car; enquiries to D. Truman, Truman Electrical Co., Bridge Street, Walsall, Staffordshire.

Mercedes-Benz Club.—A party visited the Aston Martin factory at Hanworth Park, Feltham, Middlesex, on May 16. Tea and an interesting film show followed at the Hanworth Park Hotel. It was a combined club occasion, for members of the Vintage, B.M.W., D.K.W., Volkswagen, 20 Ghost, Les Hommes à l'Hispano, and Staffordshire clubs also took part. The next meeting for enthusiasts is a *concours d'élégance* on July 4. This will be held at the Bull Hotel, Gerrard's Cross, Buckinghamshire, and has classes for veteran, Edwardian and Vintage models, as well as for cars manufactured after 1932. Judging will start at 3.15 p.m., and after the prize presentation there will be a dinner party at the Bull Hotel for members and friends. (Entries to A. G. Deuchar, Kings Arms Hotel, Hampton Court, Middlesex.)

Taunton M.C.—Open to all motorists in the south-west of England, the night navigation rally, on June 13, starts at 11 p.m. from Taunton. Maps required are one-inch Ordnance Survey sheets 175 and 176. (Entries close June 11; L. Tolman, 4, East Reach Hill, Taunton, Somerset.)

West Essex C.C.—A closed invitation race meeting will be held on Saturday, June 27, at Snetterton racing circuit, near Thetford, Norfolk, at 1.30 p.m. Invited clubs are: Aston Martin, Bristol, B.R.D.C., Eastern Counties, Half-Litre, M.C.C., Sporting C.C. of Norfolk. Snetterton is now becoming quite a well-known venue for club events; it is one of the friendlier circuits, for the Norfolk countryside makes a pleasant setting. Lap distance is 2.7 miles. The scratch

and handicap races for sports cars include a ten-lap event for Jaguars—XK120 and XK120C. This will be run on handicap, which should provide an interesting struggle for first place. In the racing category are short races for formula 2, 3 and libre. (Entries close June 22; G. H. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.)

North London Enthusiasts' C.C.—The Radcap Rally (June 20-21) starts from Claydon-Mayers and Co., Ltd., North Circular Road, London, N.W.2. The course covers 300 miles; there are timed sections, map reading and special tests. Invited clubs: Cemian, Hants and Berks, London, Public Schools, Southsea, Thames Estuary. (Entries close June 13; G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.)

M.G. Car Club.—One of the good club meetings at Silverstone each year is that run by the M.G. following, and interest is by no means confined only to this marque. Members of the B.A.R.C., Chiltern, M.C.C., Midlands Motoring Enthusiasts', 750, Sunbeam and Thames Estuary clubs have been invited to compete in the event on July 4. Closing date for entries is Monday, June 8. The programme includes everything, from a one-hour high-speed reliability trial (for all types of M.G. cars, graded according to model and age), to a team relay handicap race, which is limited to ten teams. Sandwiched between these are sports car handicap and scratch events, and a race for novice drivers. The course to be used is the Silverstone club circuit, measuring 1.608 miles to the lap. (Entries to Keith Hale, Box Number 1250, Dorland Advertising, Ltd., 18-20, Regent Street, London, S.W.1.)

Maidstone and Mid-Kent M.C.—Starting from Maidstone during the evening of June 26, and finishing at Margate the following afternoon, the Margate Rally and *concours* follows the normal pattern of weekend club rallies. *Pièce de résistance* of the road section is the night route; on arrival at Margate there is a series of driving tests, and on Sunday the cars competing in the *concours d'élégance*, at Palm Bay Avenue, Cliftonville, Margate, will be on show from 11 a.m. The Maidstone Challenge Trophy is awarded for the best car entered by a competitor in the rally; and the Sunbeam Challenge Cup goes to the most attractive *ensemble* of car and lady. The rally has classes for production, special, and super-charged cars. (Entries close June 15; F. G. Newman, 48, Chamberlain Avenue, Maidstone, Kent.)

East Anglian M.C.—Looking at the diagrams of the driving tests to be run at Wormingford airfield, on Sunday, June 14, one sees probably the most realistic imitation of surrealist art that there has ever been in connection with motoring sport. The forward and reverse wiggle-woggle is a masterpiece. The event, entitled the Regional Driving Test Championship, is open to members of the Eastern Counties, West Essex, Cambridge 50, Falcon, Thames Estuary, Sporting C.C. of Norfolk, London, and promoting clubs. Entries are divided into touring and sports cars up to, and over, 2,000 c.c. Every competitor will be allowed two attempts at each of the five rally-type tests, the better time to count towards the final result. There is also a bonus system of marking, to equalize as far as possible the chances of widely differing types of car to qualify for the premier award, which gives greater scope for driving ability than for car performance. The start is at 12 noon. (Entries close on Monday, June 8; E. S. Ridley, 14, Albert Crescent, Bury St. Edmunds, Suffolk.)

B.A.R.C. (Yorkshire Centre).—Apart from providing some worthwhile competition between the different centres of the B.A.R.C., the Inter-Centre Rally on Sunday, June 28, is an excellent opportunity for members from different parts of the country to meet each other. Last year the Yorkshire Centre carried off the premier award. The road section is minute—five miles in all—with six or more driving tests on private ground. Luncheon follows, at the Palace Hotel, Buxton, Derbyshire. Incidentally, festivities start on the Saturday evening (June 27) with a dinner-dance at the same venue. (M. S. Wilson, Silver Royd House, Leeds, 12.)

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At the K.L.G. ceremony, described below; from left to right: Mr. Jack White, Canadian sales director of Smiths, Sir Henry Hobson, British Vice-consul in New York, Mr. Earl Nisonger, United States distributor for Smiths, Sir William Welch, North American representative of the S.M.M.T., Mr. Frank Hurn, director of Smiths, and General Thomas.

IN BRIEF

Mr. W. Ludlow Taylor has been appointed sales supervisor for the United Kingdom of B.E.N. Patents, Ltd., High Wycombe, Buckinghamshire.

Wilmot Breeden, Ltd., of Birmingham, will be displaying many car components on their stand at the British Plastics Exhibition, at Olympia, London, from June 8 to 18.

After many years as distribution manager at the Idle factory of Jowett Cars, Ltd., Miss F. M. Thomas has retired. She was with the firm from its early days, and has been succeeded by Mr. R. F. Wilson.

To improve car hire facilities for visitors to Britain, the Rootes Group have organized a special scheme by which customers can place a hire order in over 2,000 towns in the Americas, the Far East, or in any Commonwealth territory, for subsequent use in Britain.

The net profit of the Dunlop Group for 1952 was £3,497,825, compared with £4,607,413 for 1951. The net profit of the Dunlop Rubber Co., Ltd., was £1,969,358 compared with £2,339,712 previously. The Group trading balance is £13,060,412, compared with £17,869,124 previously.

A Coronation edition of a booklet called *Motor Touring in Britain* is now available from the touring service of Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2. Britain is one of the 27 countries which have so far been covered in this series and the booklet should be particularly useful to visitors from overseas during the Coronation period. The booklet is free.

Mr. Frank Hurn, a director of Smiths Motor Accessories, Ltd., recently arrived in the United States for a series of conferences. At an informal Press gathering he presented the American distributor, Mr. Earl Nisonger, with the K.L.G. sparking plug achievement award, a gold facsimile of a racing type of plug. He

said that the Nisonger Sales Co. had made a remarkable development in U.S. sales. From 1948, when K.L.G.'s shipped 22,000 plugs, the American market had increased to absorb 3,000,000 plugs a year. Now that American cars were being powered with o.h.v. engines with higher compression ratios, the demand had increased.

Champion sparking plugs were used in the winning Jowett Javelin in the Tulip Rally held from April 27 to May 2. They were also used in the team-prizewinning Javelins, and in the Saab which won the *Coupe des Dames* in the hands of Mrs. Greta Molander; also in Mr. I. Appleyard's Jaguar, and in Mr. G. Imhof's Allard, both of which were prize winners.

A new Goodyear depot has been opened in Wolverhampton, the headquarters of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd. It is in Church Lane (Wolverhampton 26471) and is in the charge of Mr. G. Plimmer.

A very comprehensive maintenance manual for the 1½-litre Jowett Javelin and Jupiter models is now available from Jowett agents or from 48, Albermarle Street, London, W.1, price 12s 6d.

Mr. F. M. Sayers has given up his post as general manager of Lodge Plugs, Ltd.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16647. 1936 Daimler Fifteen
"J.L.E."—Any available information, maintenance data, and a handbook.

No. 16648. Back Numbers Required
"B.R."—*The Autocar* for April 16, 1948, March 11, 1949, September 14 and November 9, 1951.

No. 16649. 1937 1½ h.p. S.S.II
"J.B.H."—Performance data, fuel consumption, general information and a handbook.

No. 16650. Handbooks Required
"A.C.H."—1939 Morris Twelve.
"D.E."—1933 J2-type M.G. Midget.
"C.V.T."—1938 Triumph Vitesse.
"K.T."—1936-37 Morris Eight.

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1952 AUSTIN A.70 "Hereford" Saloon, fawn, heater and radio, 10,000 miles	£835	1948 JAGUAR 1½-litre Saloon, black, radio	£695	1949 TRIUMPH "2000" Raz- or Edge Saloon, black	£695
1953 (Regd.) AUSTIN A.90 "Atlantic" Saloon, black, radio, 200 miles	£1,095	1952 LAGONDA 2.6 litre D.H. Coupe, steel-grey, heater and radio, 4,000 miles	£2,250	1951 TRIUMPH 2 litre "Re- nown" Saloon, maroon, heater and overdrive, 6,000 miles	£935
1952 FORD Zephyr Saloon, dark green, radio and heater, 4,000 miles	£895	1952 MORRIS "Oxford" Saloon, grey, loose covers, 4,000 miles	£785	1953 TRIUMPH 2 litre "Re- nown" Saloon, steel grey, heater and radio, 200 miles	£1,245
1952 HILLMAN "Minx" Mark V Estate Car, grey, 8,000 miles	£795	1951 RILEY 1½ litre Saloon, black, 6,000 miles	£1,095	1953 VAUXHALL "Velox" Saloon, Green, works mileage	£985
1953 HUMBER Hawk Mark V Saloon, blue, 2,000 miles	£1,095	1952 STANDARD "Van- guard" Saloon, Comet blue, 2,000 miles	£795		

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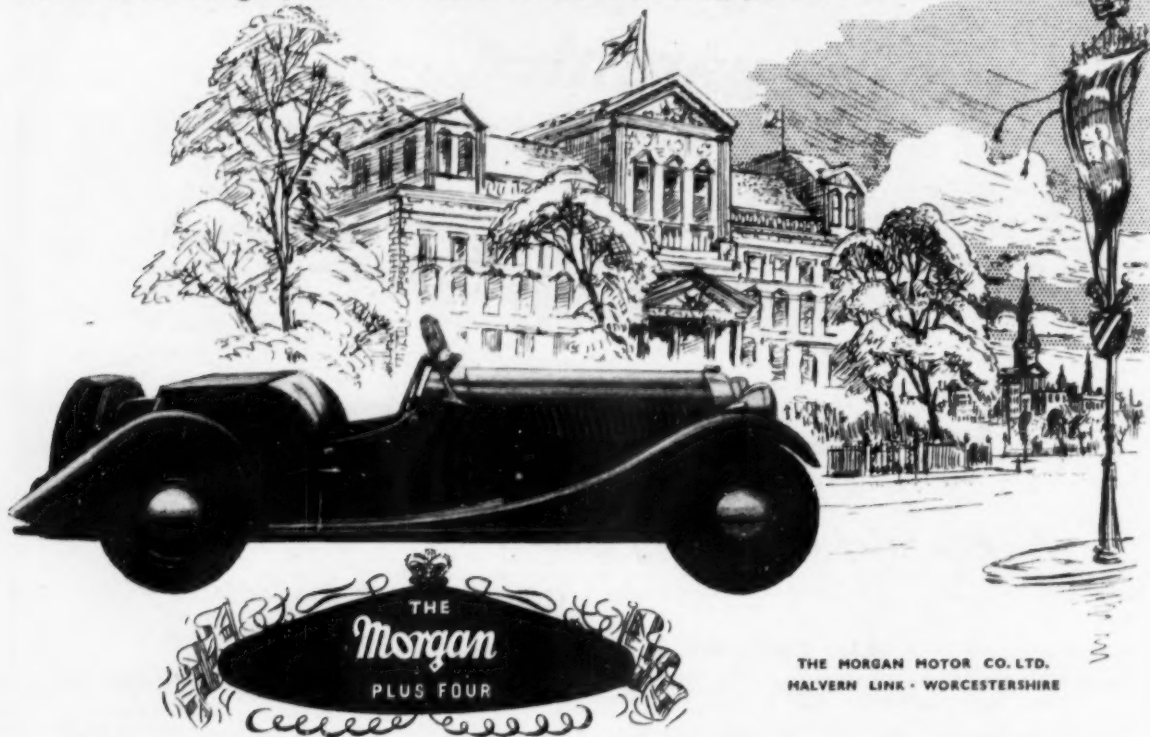
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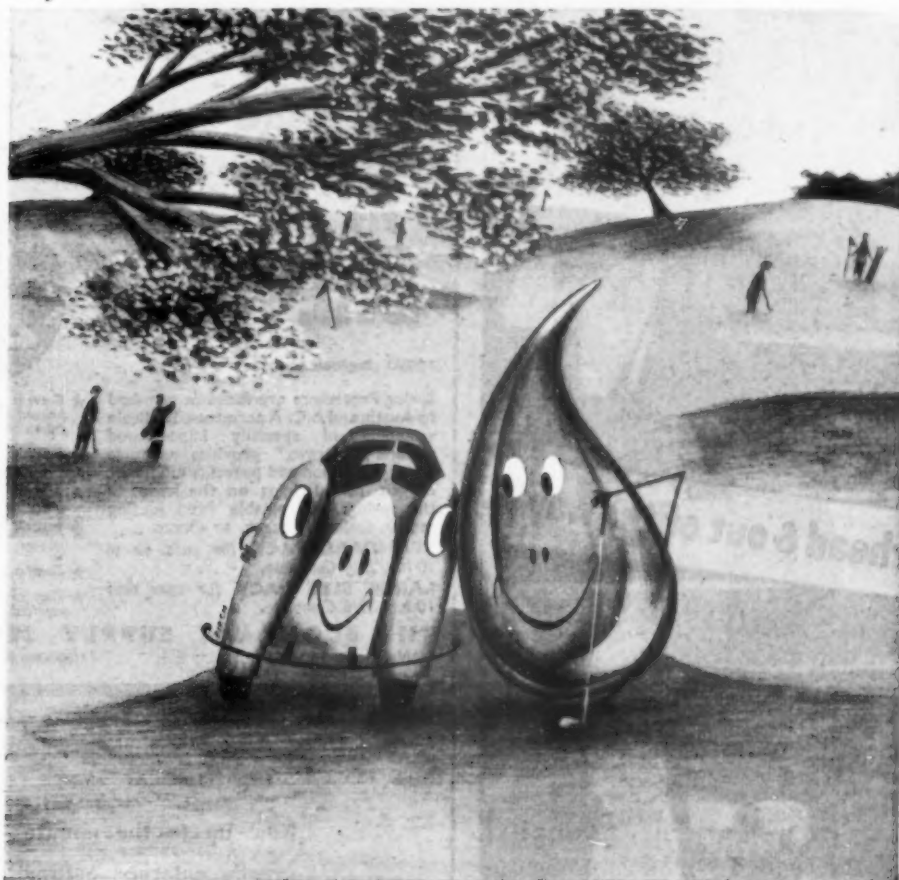
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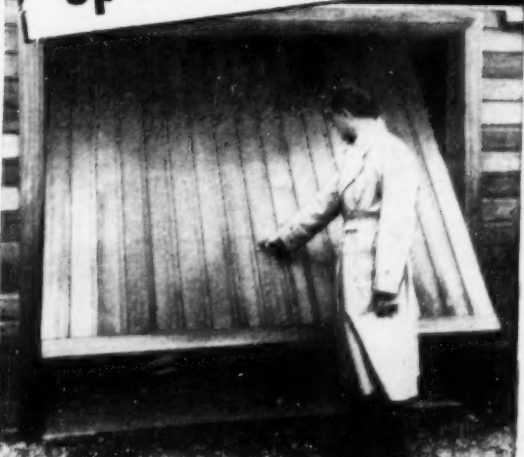
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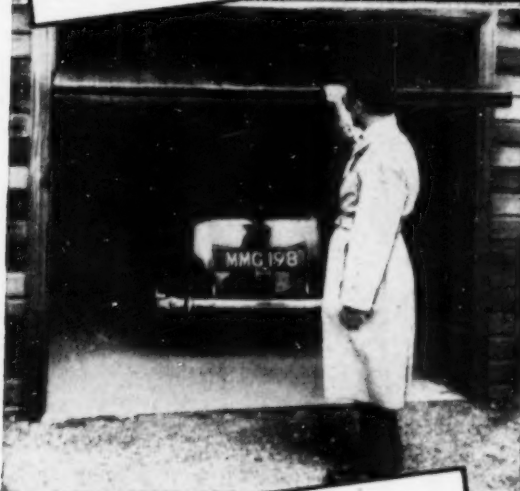
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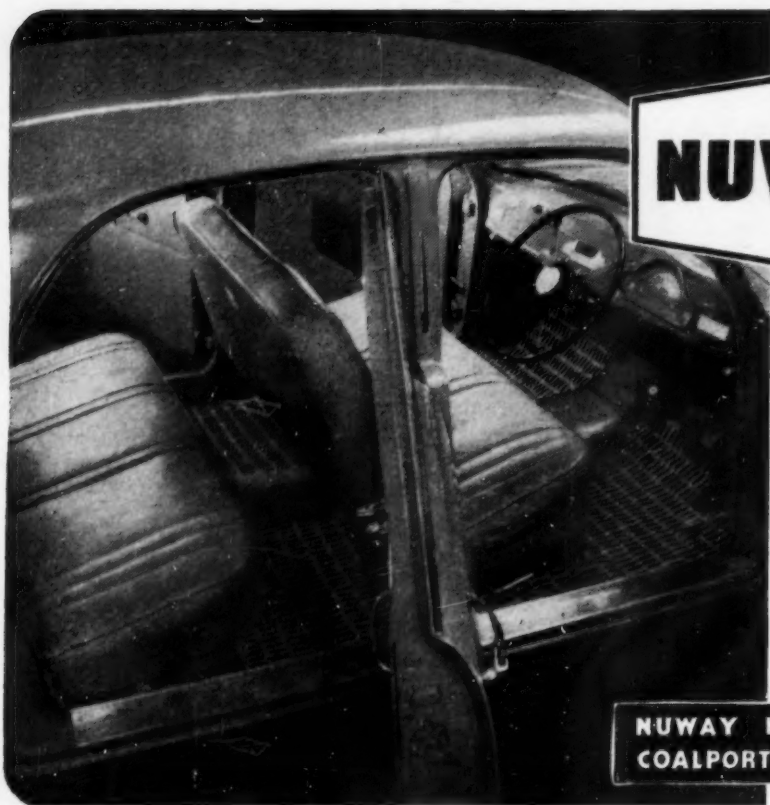
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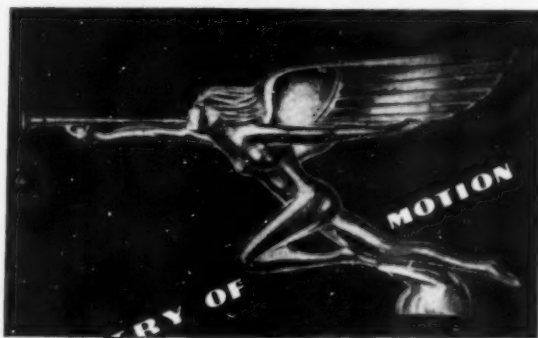


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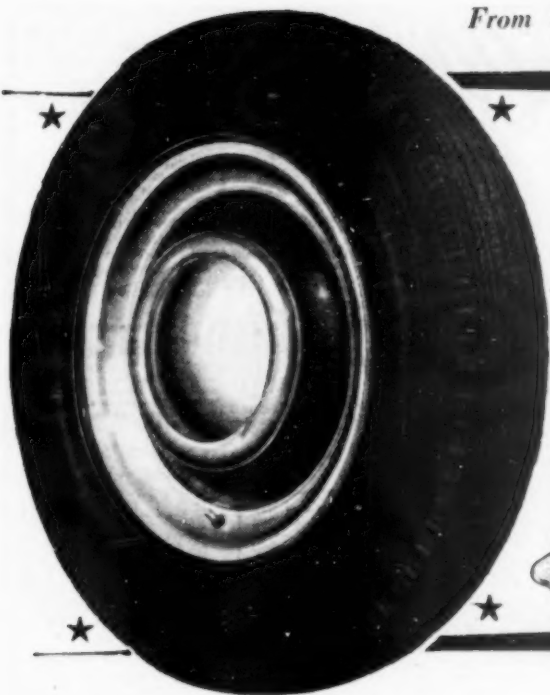
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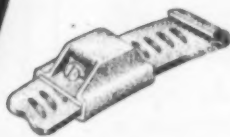


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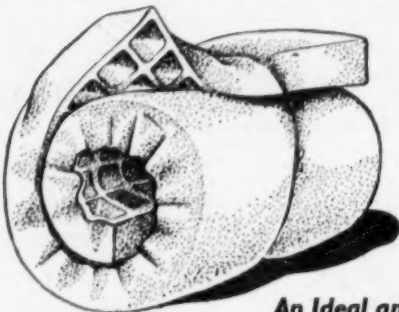
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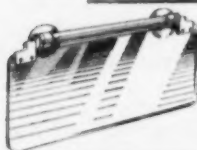
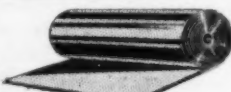


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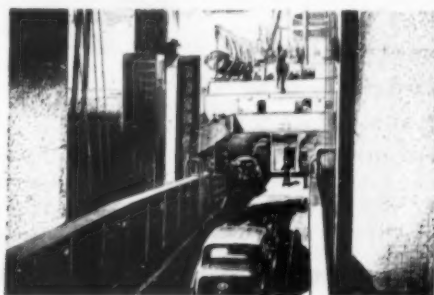
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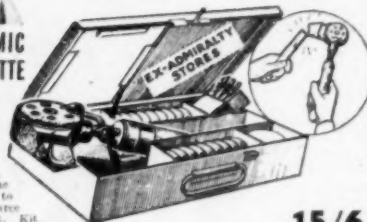
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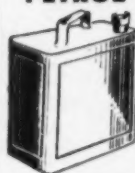
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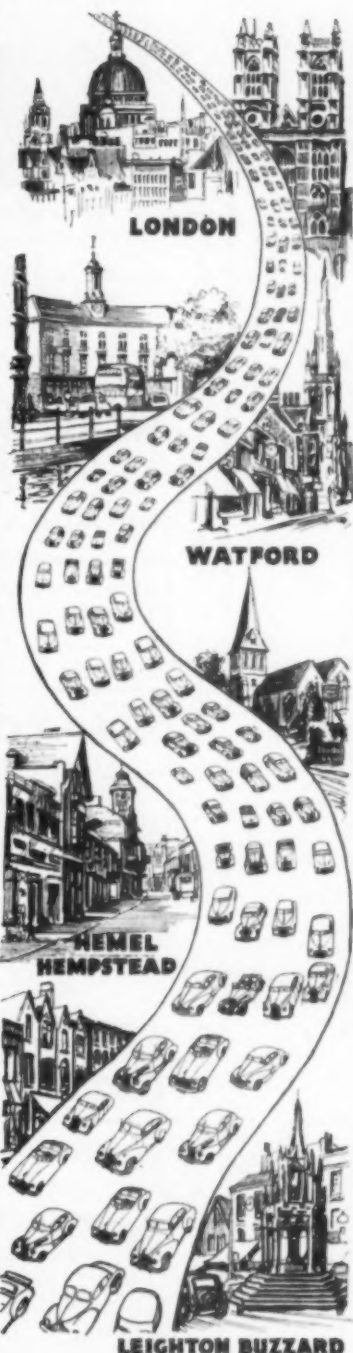
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Here at LANCARS we are determined to offer the motoring public only cars which will provide trouble-free motoring after purchase. We arrange 3 months' free local service at any garage you care to appoint. We scour the countryside for cars which upon re-sale will prove by their performance and value that we know our business. You can become a PROTECTED MOTORIST if you place your order through our organisation.

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I require a used (make) year
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 and require approx. £ for the car in exchange ...
 NAME
 ADDRESS
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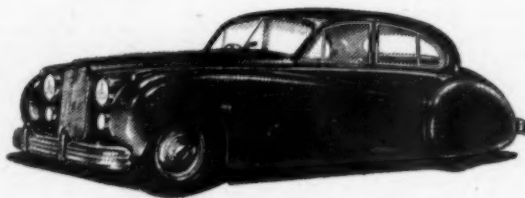
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An opportunity to inspect and drive the latest models, or to have your present car tested, free of charge, by Rolls-Royce and Bentley engineers.

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POWERED BY THE WORLD-FAMOUS
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We will gladly supply particulars of the new Mark VII Jaguar and will arrange a demonstration run at a time to suit you.

For early delivery place your order now.

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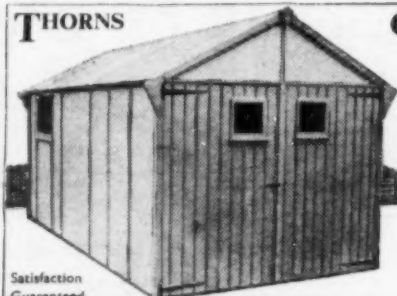
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For the Northern half of County Durham (excluding Tyneside)

Early delivery of all models. Enthusiastic Personal Service by the 3 Duns backed by a staff of factory-trained mechanics. We always have a good stock of used cars; here are a few examples:

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WITH EVERY CONFIDENCE !

1952 **Jaguar XK.120** coupe, left-hand drive, radio, in perfect condition throughout, £1,675.

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1949 **Lanchester**, colour black with Bedford cord upholstery, mileage 7,000, £675.

1948 **Ford Pilot**, colour green, with cloth upholstery, £425.

1940 **Triumph Dolomite** drop head coupe, colour black, recently re-sprayed, £325

1946 **Jaguar 3½-litre sal.**, grey and red leather, £495.

1936 **Bentley 4½-litre** foursome drop-head coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950, £995.

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1948 **V12** foursome drophead coupe. 14,500 miles.

* — **V12** foursome drophead coupe rebuilt by the makers and re-registered in 1951.

1939 **V12 Rapide** coupe. As new.

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1937 **4½-litre** pillarless saloon. Engine overhaul just completed in our works.

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Type 46S Saloon 32.5 h.p. supercharged.

Type 55 2-seater sports 18 h.p. supercharged and fitted with Cotal gear box.

Note — Both of these cars are "collectors pieces" and are quite faultless.

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75 h.p. **V12** Saloon, by Freestone & Webb. Regd. 1951.

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The cars marked * above are at present going through the works and are not available for immediate delivery though they can be inspected at any time by appointment with Commander Allison. We are open until 10 p.m. seven days a week.

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1951 **JAGUAR XK 120** Sports 2 seater, metallic bronze/beige radio, never raced, exceptional condition, any inspection invited, 3 months guarantee £995

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New **AUSTIN A.70** Hereford sun saloon.

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1950 American **FORD** Custom. Dark blue, grey cord upholstery, fitted all extras, latest type engine and suspension. In immaculate condition. See classified columns for details..... £845

1948 **FIAT 1200** D.B. Coupe, body by Ghia. Shaded ivory with red wheels. In spotless condition..... £506

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1947 Model **CITROEN** Light 15, metallic silver with red leather upholstery. Perfect example..... £445

1939 **LAMBDA APRILIA**, first reg. 7/12/38, undoubtedly the finest in the North, completely reconditioned, fitted 51 suspension, new tyres, brakes, wheel bearings, radio, heater, tele-control, finished in immaculate black, with tailored seat covers, taxed. Special opportunity..... £585

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We also have a large selection of most popular models, especially recommended are:

1950 Model **MORRIS** Hawk, £565

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1935 Model **V8** 22 h.p. and second, £165

1935 **WOLSELEY** 14, good, £285

Your enquiries are invited. Free delivery.

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★ Quality Cars ★

52	AUSTIN A.40 Devon, grey, heater....	£485
53	AUSTIN A.30 Seven, grey.....	£425
51	AUSTIN Sheerline, radio, htr....	£995
46	AUSTIN 10, blk/brn., sun roof.....	£385
46	ARMSTRONG Hurricane cpe., grey	£495
52	FORD Consul, blk/brn., radio, htr....	£745
51	FORD Pilot, dark blue, heater.....	£565
48	CITROEN 15 saloon, black/beige.....	£495
50	DAIMLER 2½ sal., brn/beige, radio....	£945
52	MORRIS Oxford, blue/beige.....	£675
47	MORRIS 8 de luxe, black/brn.....	£345
52	M.G. "TD" sports 2-str., grn/fawn....	£475
50	STANDARD Vanguard, grey, htr....	£585
50	SINGER 1500, blue/beige, htr.....	£595
51	TRIUMPH Mayflower, grey/red.....	£575
49	TRIUMPH Renown, duo grey, htr....	£475
51	TRIUMPH Renown, blk/fawn, htr....	£795
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49	WOLSELEY 4/50 saloon, blk/brn....	£575

Written Guarantee with every car.
A.A. and R.A.C. inspection invited.

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NEW CARS FOR EARLY DELIVERY
AUSTIN A.70, MORRIS Oxford, M.G. saloon,
RILEY 1½ VANGUARD and TRIUMPH.

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CLAPHAM JUNCTION, S.W.18

BATerson 2252 (7 lines). Hours: 9 to 6.

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Every sale backed by an organisation of 150 Employees
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1953	FORD Zephyr saloon de luxe.....	£550
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1949	FORD Prefect saloon de luxe.....	£450
1949	JOWETT Javelin saloon de luxe.....	£500
1947	STANDARD 12 h.p. saloon de luxe.....	£395
1946	AUSTIN 10 h.p. saloon de luxe.....	£395
1939	AUSTIN 7 h.p. Ruby saloon.....	£175
1951	MORRIS Minor Jarvis conversion coupé....	£525
1951	FORD Consul saloon, extras.....	£695
1935	SUNBEAM 24 h.p. saloon.....	£195
1939	AUSTIN 11½ 7 saloon.....	£265
1938	HILLMAN Minx saloon.....	£285
1948	MORRIS 8 saloon de luxe.....	£395
1946	VAUXHALL 10 saloon de luxe.....	£395

3 MONTHS' WRITTEN GUARANTEE

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Established over 55 years

Offer the following New Cars

IMMEDIATE DELIVERY

NEW AUSTIN A.70 Saloon.
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Early delivery of other makes and models. Full particulars on request.

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Good selection always available

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URGENTLY WANTED

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your eye

on that FORD

for a long time—

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'Phone: Kirriemuir 323/324.

Our good name and reputation day by day spreads ever wider and reaches even the most remote parts of the country (we know it by the enquiries we get), and the battle of trying to convince those who doubt our advertised methods becomes constantly easier. Below we quote a few more extracts from recent letters showing appreciation of our unique service, testimonials which surely speak for themselves and which should convince even the hardest critic.

"No words could ever express my thanks to you for your generosity, and no praise could be high enough for your methods of doing business." (Forfar.)

"I appreciate that the guarantee on my car has expired, and am extremely grateful to you for the trouble and expense which you have incurred on my behalf." (Birmingham.)

"I appreciate very much the way in which you authorised and paid for the repair without question, to a client so far away." (Lale of Islay.)

"I shall not only feel that I am able with a free conscience to recommend you to my friends, but I shall make a point of so doing on every available opportunity, as I feel that a garage as honest and trustworthy as your own is all too rare in these days and deserves every possible appreciation." (Ilkley, Yorkshire.)

"I must record my appreciation of the solidity with which you back up your guarantee, and of the first-class service which I have been able to call upon." (Renfrew.)

"I am very much impressed by the friendly speedy and efficient way you have dealt with my request. Most dealers I have heard of would certainly not have troubled with the matter, far less supplied the units free of charge. My friends are most astonished and appreciative." (Bletchley, Buckinghamshire.)

These are only a few chosen at random from hundreds of others, but surely a fair indication of a nation-wide tribute to supreme service.

We always have a large selection of all popular types, both post-war and pre-war. Exchanges and easy payment terms arranged. PLEASE NOTE:—SHOWROOMS OPEN EVERY WEEKDAY TILL 9 P.M. SATURDAY AND SUNDAY TILL 6 P.M. NO GUARANTEE REPAIRS ATTENDED TO AT WEEKENDS.

Car Bargains



LANKESTER ENGINEERING CO. LTD.

OFFER

1948 STANDARD 12 sal.	£425
1948 STANDARD 14 sal.	£435
1949 TRIUMPH Roadster "2000"	£595
1947 FORDSON Utility, new engine	£325
1938 MORRIS 8 4-door sal....	£225

Deferred Terms—Exchanges

KIN. 39/43 EDEN STREET KIN.
3151/4 KINGSTON-ON-THAMES 3151/4

REG. TIMMS (MOTORS) LTD.

Offer—

1947 ARMSTRONG SIDDELEY Lancaster 16 h.p. 4-door saloon de luxe, black with brown hide, one owner, normal mileage, new engine fitted last year, new tyres, taxed for year, fitted radio and heater, exceptional condition throughout	£575
1947/9 FORD super de luxe saloon (American), right-hand drive, hide with brown hide, all new tyres, taxed, radio and heater, brand new works engine just fitted, mileage 2,000 and full post-war American month organ type front, attractive car	£585
1939/40 MORRIS 8 series II 4-door saloon de luxe, green with green hide, one owner from new. New engine fitted last year. In 1947 condition throughout	£355
1947 JAGUAR 2½-litre 4-door saloon de luxe, grey with red hide, fitted heater, etc. Attractive car	£455
1936 RILEY 9 Merlin 4-door saloon de luxe, one owner since new, grey with blue hide, engine and gearbox just completely overhauled, first class mechanical condition, new tyres, taxed	£235

AND 20 OTHERS

Easy Terms. Exchanges. 9 a.m. to 5 p.m.
17-19 HIGH ST., TODDINGTON, BEDS.
Telephone: TODDINGTON 371
6 miles Luton; Dunstable, 5 miles Brixley.

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NEW CARS FOR IMMEDIATE DELIVERY
AT POST-BUDGET PRICES INCLUDING PURCHASE TAX
M.G. 1½ Saloon £900 14 6
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TRIUMPH Mayflower £638 18 6
AUSTIN A.70 £849 7 6
SUNBEAM Talbot £1,226 10 10

SELECTION OF GUARANTEED USED CARS
1932 AUSTIN A.30 in blue. All extras. 9,000
miles £850
1930 SUNBEAM-TALBOT 30 saloon. One owner
heater, 15,000 miles. Exceptional £725
1949 JAGUAR 2½-litre Saloon. One owner, heater.
As new £675
1947 VAUXHALL 14 Saloon, Black Heater, metal
over, etc. Very nice £450
AND MANY OTHERS—EXCHANGES AND IMMEDIATE
H.P. TERMS

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(Corner of N. Circular & St. Mark Road)
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Also at CARDIFF, BRISTOL, PORTSMOUTH, SWANSEA

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1952 JOWETT Javelin de Luxe saloon	£950	0	0
Or hired 36 months inc. tax and ins.	£98	2	8
1948-9 BRADFORD Utility vehicle	£285	0	0
Or hired 36 months inc. tax and ins.	£12	10	0
1939 SINGER Rantam saloon	£225	0	0
Or hired 36 months inc. tax and ins.	£10	17	0
1938 FORD Utility vehicle	£250	0	0
Or hired 36 months inc. tax and ins.	£11	18	0
1938 STANDARD 12 saloon	£285	0	0
Or hired 36 months inc. tax and ins.	£12	10	0
1937 VAUXHALL 14	£250	0	0
Or hired 36 months inc. tax and ins.	£11	18	0
1935 AUSTIN 14 saloon	£175	0	0
Or hired 36 months inc. tax and ins.	£9	3	0
1934 STANDARD 10 saloon	£150	0	0
Or hired 36 months inc. tax and ins.	£8	6	0
1934 AUSTIN 2-seater Nippy sports	£145	0	0
Or hired 36 months inc. tax and ins.	£8	2	6

80 cars in stock. H.P. and other hiring terms arranged.

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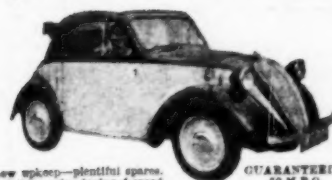
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M.P.G.
MINIMUM
WRECK

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Low upkeep—plentiful spares. GUARANTEED
Ride "big-car" springing, 4-speed 50 M.P.G.
box, smooth clutch. Precision steering (25" lock). Modern
"one-design" lines. Reconditioned—3 months' GUARAN-
TEE. Skilled Mechanic.
FOR PRICE LIST OF MODELS WRITE NOW TO

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USED Most reliable cars come from... TANKARD & SMITH LIMITED LONDON'S CAR SPECIALISTS

Write or 'phone for complete price-
list of used cars

1938 LANCHESTER 14 sports saloon	£345
1930 HILLMAN 14 saloon	£285
1946 MORRIS 8 saloon	£385
1947 HILLMAN Minx saloon	£395
1947 WOLSELEY 10 saloon	£435
1947 STANDARD 8 saloon	£335
1940 AUSTIN 16 saloon	£495
1949 FORD Anglia saloon	£395
1949 TRIUMPH "2000" Renown saloon ...	£425
1950 MORRIS Oxford saloon	£575
1951 MORRIS Minor open-tourer	£515
1951 HILLMAN Minx saloon	£450
1951 FORD Anglia saloon	£415
1951 FORD Consul saloon	£475
1952 AUSTIN A.70 saloon	£795

Written guarantee with every car.

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194-198 KINGS RD.
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FLAXMAN 4801 (5 LINES)

A.A. & R.A.C.
INSPECTION
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OF SALES
& SERVICE

Also at TOTTENHAM & PECKHAM

Price counts — but Reputation counts more
 You get the best of both with
HENLYS SMALL MILEAGE CARS
on 7 Days Free Trial

1948 ARMSTRONG SIDDELEY Lancaster Saloon	£595	1952 JOWETT Javelin Saloon, heater, etc.	£795
1952 ARMSTRONG SIDDELEY Whitley Saloon, radio	£1,145	1952 M.G. T.D. 2-seater	£725
1947 ARMSTRONG SIDDELEY Hurricane 16 coupe, radio	£495	1951 M.G. 1½ Saloon	£795
1949 AUSTIN A.40 F/H Saloon, radio ..	£550	1952 MORRIS Minor Saloon, heater	£625
1952 AUSTIN A.40 Somerset S/Saloon, heater	£745	1951 MORRIS Oxford Saloon	£675
1951 AUSTIN A.70 Hampshire Saloon, radio and heater	£725	1951 RILEY 2½ Saloon, radio	£975
1952 AUSTIN A.90 Saloon, radio and heater	£895	1952 DAIMLER Consort	£1,395
1951 AUSTIN Sheerline S/Saloon	£1,145	1949 ROVER 75 6-lt. S/Saloon	£845
1949 AUSTIN Sheerline S Saloon, radio	£795	1952 ROVER 75 P.4 Saloon	£1,125
1951 FORD Consul Saloon, radio and heater	£725	1946 ROVER 14 6-lt. S/Saloon	£595
1948 CHEVROLET Fleetmaster Saloon, radio	£695	1951 STANDARD Vanguard Saloon	£645
1950 HILLMAN Minx Saloon	£525	1952 SUNBEAM-TALBOT "90" Coupe, heater	£1,095
1952 HUMBER Super Snipe, heater	£1,145	1951 SUNBEAM-TALBOT "90" S/Sal.	£875
1951 HUMBER Hawk 16 Saloon	£845	1952 VAUXHALL Velox Saloon, square engine	£895
1948 JAGUAR 3½ Drophead, radio and heater	£645	1950 WOLSELEY 4/50 Saloon	£695
1950 JAGUAR 3½ Mk. V S/Saloon, radio	£975	1951 WOLSELEY 6/80 Saloon	£775
		1951 VAUXHALL Wyvern	£675
		1947 WOLSELEY 12	£575
		1949 ALVIS Drophead	£845
		1948 RILEY 2½	£725
		1951 A.C. 3-litre	£845

A Selection of New Cars for Immediate Delivery.

All Cars Guaranteed. Deferred Terms. Write, 'phone or call to-day.

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The Autocar

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CLASSIFIED ADVERTISEMENT RATES

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Postal orders and cheques sent in payment of advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

C. OF P.

1948 A.C. 2-litre saloon, finished in black with beige leather; this vehicle was completely overhauled during 1952, bills available for approximately £500, outstanding condition, superb performance; price £575.

CLARKE'S OF PIRBRIGHT Surrey, Brookwood 2201-2. [C1049]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

OPEN 4-seater or 2-seater sports.—48, Lynwood Grove, Orpington, Tel. 7323. [3952]

1933 A.C. drop head coupe, excellent condition.—Autowork, Ltd., Winchester, Tel. 4854. [C1010]

1952 A.C. 2-litre saloon, a really immaculate and outstanding one owner car, 7,135 miles only, finished in Clipper blue with blue leather upholstery and fitted with radio, outstanding example, beautifully maintained and offered with written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

A.C. Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE A.C.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W9001]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3, Ham. 6041. [W9018/R]

H. F. EDWARDS urgently require good A.C. for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

A.C. Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3, Prim. 6159. [0054]

ALFA-ROMEO

ALFA-ROMEO 1900, Swiss registration, temporarily London on Carnet.—Box 7603. [3852]

ALFA-ROMEO 1946 2.5-litre 5-str. Turings drop head coupe carefully maintained in excellent mechanical condition; a unique, comfortable, capacious, economical car with outstanding performance; 1,295ms o.n.o.—Box 7500. [3624]

ALFA-ROMEO 6C 2500B Pescara Super Leggiera saloon by Touring of Milan, completely reconditioned, tyres as new, 56,000 miles, first registered May, 1950; £495.—Johnson & Brown, Ringers Rd., Bromley, Kent. (20 minutes Victoria.) Ravensbourne 6479 and 2322. [C3049]

Alfa-Romeo Cars Wanted

BARTLETT—Alfa-Romeo specialists.—27a, Pembroke Villas, W.11. [W1013]

PERFORMANCE CARS urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex, Ealing 8941; or—

107 New Cavendish St., Great Portland St. W.1, Museum 6221. [W3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3, Ham. 6041. [W9018/R]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track Weybridge, Byfleet 520. [0124/R]

ALLARD

B. J. HUNTER, Ltd. offer:—

1949 Allard drop head foursome coupe, maker's body, attractive; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

RAYMOND WAY, Seven Kings Branch.

1951 Allard P.1 saloon, finished bluish grey, with grey hide interior, fitted Rim embellishers, spotlights, air conditioning, etc.; one owner; nominal mileage, whole car in superb condition and biggest flash for cash on the road; 639ms.

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY MOTORS, Ltd., 775, High Rd., Seven Kings, Essex. Seven Kings 4066. [3962]

SALES & WANTS

Turn to page 82 for Advertisement Form

INDEX

	PAGE
Agricultural Equipment	78
Ambulances	78
Auctions, Tenders, Appointments, etc.	82
Axleshafts	78
Batteries, Chargers, etc.	78
Books, etc.	81
Brakes, Cables, etc.	78
Breakdown Vehicles	74
Businesses and Property	81
Camshafts	78
Caravan Section	74
Carburettors, Economisers	78
Car Carpets	78
Car Radio	77
Cars for Hire	77
Chromium Plating	78
Clothing, etc.	78
Coachbuilders and Bodies	77
Commercial Vehicles	74
Cylinder Blocks	78
Cylinder Grinding, etc.	78
Cylinder Heads	78
Diesel Conversions	78
Dynamics	78
Electrical Equipment	78
Engines and Accessories	78
Exchanges	77
Garage Equipment	78
Gear and Steering Boxes	78
Generating Plant	78
Heaters	78
Hoods, Cellulose, etc.	78
Hotels, Guest Houses, Accommodation, etc.	81
Independent Suspensions	79
Insurance	79
Lamps, etc.	77
Loose Covers	77
Magnetos	79
Miscellaneous	79
Mobile Canteens, Kitchens, etc.	74
Motor Cycles for Sale	74
Motor Hearses	74
New Cars	75
Packing and Shipping	77
Parts and Accessories	79
Patents, Experimental Work	77
Pistons	77
Radiators, Muffs, etc.	79
Repairs, Welding, etc.	80
Roof and Rear Luggage Racks	80
Safety Glass	80
Second-hand Cars for Sale, Wanted and Spares and Service	40-74
Shock Absorbers	80
Situations Vacant	81
Situations Wanted	81
Speedometers	80
Springs	80
Steering Wheels	80
Superchargers	80
Trailers	74
Tuition	77
Tyres and Tubes	80
Wheels, Discs, etc.	80
Windcreens	80

MOTORISTS!
ACCOMMODATION—HOTELS.
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 81

ALLARD

RICHARDS & CARR, always best value.

1950 (August) saloon, black, 5 good tyres, very smart; £550.

1949 (June) drop head foursome, black, 4 good tyres, new hood, smart; £445.

1948 (June) drop head foursome, good throughout; £365.

35 Kinnerton St., Wilton Place, London, S.W.1, Epsom 5424. [C3045]

ALLARD, July, 1949, special sports saloon, black, red leather, heater, radio, one meticulous owner since new, excellent condition throughout; £515.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3, Hampstead 4414. [C1025]

1950 P1 Allard saloon with heater, good condition; £545.—John Gray 20, Hermitage Lane, N.W.2, Speedwell 1242. [C5026]

1948 Allard 4-seater tourer in showroom condition, excellent mechanically, beautiful cherry red, absolutely unmarked, new tyres, £470.—Kington 1916. [3909]

ALLARD 1953 saloon, still under maker's guarantee, 5,600 miles; £1,175.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4024]

GUY ALFRED & Co., Ltd., 1952 Allard drop head foursome, manual gear box, 1,000 miles guaranteed, advantageous price—6-7, Warren St., W.1, Euston 3268. [C1005]

ROSE & YOUNG, Ltd., offer 1951 (August) Allard saloon, five-button H.M.V. radio, low mileage, immaculate black; £665.—65-69, Strenthold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tube Hill 6464. [C3057]

495ms—Allard, October 1948, sports 4-seater, red, red leather, concealed hood, tonneau cover, good tyres, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ALLARD late 1949 drop head foursome coupe, two owners only, mileage 32,000, black with red leather upholstery, in superb condition throughout, any trial, new tyres, taxed; £425, small car taken part payment.—Tel. Birmingham South 5018. [3953]

LATE 1947 K1 type Allard 2-seater, 23,000 miles, just fitted reconditioned engine and gear box and 4 new Dunlop Fort 650x16, taxed for the year, finished in deep blue, good hood and sidescreens, first-class condition throughout; give-away price, £375.—Folgate Motor Co., Ltd., Essex, Tel. Folgate 509. [3781]

£695—Mighty Allard sports saloon, barely used, 1951 model but speedometer reads 8,000 and vehicle literally looks and runs like brand new saloon, costing £1,600; absolutely give away price, don't miss this; 3 months' guarantee; hire purchase, exchanges.—Lams, Finchley Showrooms, 621-625, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. [W9018/R]

J2 wanted for cash.—Valentine 2098 or 4674. [W2018]

REALLY good second-hand Allard required.—Cobb, 30, Harley House, London, N.W.1. [W1094]

BARTLETT will pay more for Allard cars.—27a, Pembroke Villas, W.11. [W1013]

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex, Ealing 8941; or—

107 New Cavendish St., Great Portland St. W.1, Museum 6221. [W3041]

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1, Epsom 5424. [W3045]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

CHARLES POLLETT, Ltd. offer:—

1951 Alvis 5-litre saloon, black, brown leather, one owner, 3,100 miles only (genuine), fitted Tele-control shock absorbers on front, whole car in new condition throughout; £1,475.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Les-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2020]

GUY SALMON AUTOMOBILES offer:—

1948 (November) Alvis 14 T.A. Tickford drop head coupe, one owner from new, black/red leather, in superb condition throughout; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

BROOKLANDS: Alvis distributors, new 5-litre.

1953 Alvis sports 2-seater, 750 miles.

1951 Alvis 5-litre saloon, radio, heater.

1951 (Dec.) Alvis 5-litre d.h. coupe, 6,000 miles.

1950 Alvis 14hp sports 2-seater, extras.

ALVIS cars examined and approved by distributors.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1953 Alvis 5-litre 2-seater, 600 miles only; £1,425.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481/2, offer:—

1951 Alvis 3-litre sports saloon, black, brown leather, heater, demisters, speedo, reading 18,000 miles, in really excellent condition throughout; £1,195.

1948 Alvis 14hp drop head coupe, maroon, brown leather, heater, demister, windings horns, twin spotlights, moderate mileage, new hood just fitted, in beautiful condition throughout; £650. [C1001]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars." [C3041, R]

GUY ALFREDS & Co., Ltd., 1947 Alvis shooting brake, outstanding coachwork—6-7, Warren St., W.1. Euston 3268. [C1005]

ALVIS T.A. 14 sports 2-seater, cream, red hide upholstery, first registered 1951, mileage 7,000, perfect condition; £650.

W. J. COLES (CROYDON), Ltd., Blunt Rd. (adjoining Station), South Croydon, Surrey, Croydon 0075. [C3947]

1938 Alvis 4.3 Charlesworth saloon, condition excellent, new engine 1947, well shod, P100s, twin horns; offers.—Box 7614. [C3916]

CASS'S MOTOR MART—1955 Alvis Silver Crest 20hp d.h. four-seater coupe, engine overhauled, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [C0589, R]

ALVIS Speed 20, Charlesworth drop head, in immaculate condition, 1956; £275, terms, etc.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. Sheffield 45212. [C3980]

ALVIS Beetleback 1927, very fair condition, new tyres, good hood, etc. £105, terms, etc.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. Sheffield 45212. [C3977]

ALVIS 1957 13 hp, 4-seater tourer, 100% mechanical condition, latest year, new tyres and resprayed; £225, terms, etc.—Portland Sports Autos, 186, Meadowhead, Sheffield, 8. Tel. Sheffield 45212. [C3978]

ROSE & YOUNG, Ltd., offer 1950 Alvis 14hp saloon, low mileage, spare unused, immaculate condition, black; £795.—65-69, Starnhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

1951 (reg.) Alvis T.A. 14 sports 2-seater, cream with red hide upholstery, mileage 7,000, beautiful condition throughout; £850.—C. W. J. Coles, Ltd., Blunt Rd. (adjoining Station), South Croydon, Surrey, Croydon 0075. [C3965]

1937 (December) Alvis Speed 25 Charlesworth saloon, black, green leather upholstery, 2 owners only since new, 5,000 miles only since £750 overhaul, immaculate condition.—Shaw Motors, Ltd., 666-676, Garratt Lane, London, S.W.17. Wlm. 8051-2-3. [C4008]

ALVIS Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018, R]

GUY SALMON AUTOMOBILES

PURCHASE Alvis.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

H. P. EDWARDS urgently require good Alvis for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Alvis Cars Wanted

MODERATE mileage, good condition, post-1947 d.h. coupe required by private buyer.—Full details to Gordon White & Co., Ltd., Gerrards Cross 2077, Bucks. [C0628]

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C0590, R]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams Alvis, Coventry. [C0951, R]

CHARLES POLLETT, Ltd., Alvis specialists

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5956-7-8. [C0591, R]

MANCHESTER—Alvis repairs and spares, main agents.

A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C0653, R]

INGOSTON-ON-THAMES—Sales and service.—G. W. Wilkin Ltd., 84, Eden St., Kingston 2241-2. [C04053, R]

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1951 Ford Custom saloon.

1950 Chevrolet Bel Air saloon.

1950 Pontiac 8-cylinder de luxe sedan.

1947 Buick convertible.

1946-7 Lincoln r.h.d. saloon.

1942 Packard 120 convertible.

1939 Buick Century D.H.C.

FOR further details see under classified advertising.

ALWAYS a representative stock of carefully chosen pre-war and post-war American cars.

280, Old Brompton Rd., S.W.5. Fremantle 5471. [C0604]

SIMPSON'S MOTORS offer:—

RHD absolutely new 1953 Nash Rambler Country Club sedan, 2-door, all extras.

ABSOLUTELY new Kaiser saloon, unregistered, fitted with overdrive, heater and all extras.

1952 Chevrolet saloon, 2-door, low mileage, fitted with extras.

1949 Ford Customs 4-door, saloon, fitted with heater and seat covers.

1949 Ford Customs, 2-door, fitted with radio, heater and extras.

1949 Plymouth saloon, 4-door, fitted with heater, moderate mileage.

1952 Studebaker Champion saloon, 4-door, low mileage, radio, heater, seat covers.

1951 Studebaker Champion saloon, fitted with radio, heater and all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691/3903. [C4015]

American Cars Wanted

ATTENTION!!

SIMPSON'S The American Car Buyers, require all American cars.—Wembley 6691/3903. [W4015, R]

POST-WAR American cars wanted.

REG TIMMS (MOTORS), Ltd., Toddington, Beds. Tel. 371. [C4064]

AMERICAN car wanted for cash.—Valentine 2096 or 4614. [W2018]

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3 Kensington 4858. [W4026]

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4036]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2 Temple Bar 3588. [W1027]

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Car Buyers welcome all opportunities to acquire first-rate American cars of all makes.—Full particulars welcomed, 345, High Rd., Wembley, Tel. Wembley 6691/3903. [W4015, R]

ARMSTRONG SIDDELEY

TOM GARNER Ltd., offer:—

1953 Armstrong Siddeley 2.3-litre Whitley saloon, grey with red upholstery, 2,000 miles only; £1,295.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:

1949 Armstrong Siddeley Typhoon saloon, black with brown upholstery, heater, recorded mileage 24,900; £675.

836—842, High Rd., N.12. Hillside 0024. [C2027]

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, radio, spotlight, special horn, screen washer, immaculate; £1,145; one week's free trial guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft 10in x 4ft 6in wide, most attractive looking vehicles, demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145 including purchase tax.—184, Gt. Portland St., W.1. Museum 100. [C3059]

WANSTEAD MOTORS, Ltd., offer:—

1946 Armstrong Hurricane drop head coupe, grey with green leather, new hood, heater; £445.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042]

GUY SALMON AUTOMOBILES, offer:—

1952 Armstrong Siddeley Whitley 6-light saloon, black, 4,000 miles, absolutely faultless condition throughout; £1,175.

1951 Armstrong Siddeley Whitley 4-light sports saloon, grey, green leather, 16,000 miles, immaculate condition; £955.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1951 (October) Whitley 4-light saloon, central change, 26,000 miles; £950.

JACK OLDING & Co., 8-10, North Audley St., W.1. Mayfair 5242-3-4. [C3030]

1939 16hp Armstrong Siddeley de luxe saloon, resprayed and fitted heater; £350.—Ring Road 4482 after 6.50. [C306]

£445—Hurricane drop head foursome coupe, 1946, attractive condition, cream and dark blue with dark blue leather, heater, etc.

£595—Lancaster 4-door saloon, 1948 model, a beautiful car, carefully used and fastidiously maintained since new, reasonably small mileage.

£595—Typhoon sports saloon, 1948 model, pastel grey, blue leather, major mechanical overhaul and new set of tyres one month ago, very outstanding condition.

£965—Whitley saloon, 1951, 18hp engine, late registration and in most immaculate condition throughout, radio, heater, tailored seat covers.

£1045—Whitley saloon, 1952, four-light model, negligible mileage and practically indistinguishable from brand new.

SAUNDERS MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1947 Armstrong Siddeley Hurricane coupe; £475.

725-727, High Rd., Seven Kings. Tel. Seven Kings 5556. [C2048]

1952 (Oct.) Armstrong Whitley 6-light saloon, grey/maroon, 5,600 miles, radio, heater, spotlight, taxed, absolutely immaculate; £1,050.—Davy, Oakwood, Oxford, Kent, Oxford 358. [C364]

LIMOUSINE latest Eighteen (late 1951) partition, forward occasional, black, total mileage 1,740, equal new throughout, opportunity, £1,245. Alpe & Saunders, Providence Court, North Audley 3556. Mayfair 2941. [C1006]

645—Armstrong Siddeley 1949 Lancaster saloon, black, sliding head, brown leather, heater, manual gearchange, one very careful owner, small mileage, good tyres, exceptional condition, taxed, terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Armstrong Siddeley Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1213. [C1071, R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018, R]

GUY SALMON AUTOMOBILES

PURCHASE Armstrong Siddeley.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

ARMSTRONG in good condition for cash.—Tel. Valentine 2096 or 4674. [W2018]

WHITLEY saloon required, £600-£700 available for genuine vehicle in good condition.—Box 7579. [C3799]

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C183, R]

7-SEATER privately owned 1939/39 Limousines required A. & S. 2 Providence Court, North Audley Street, Mayfair 2941. [W1006]

PASS & JOYCE, Ltd. London and District distributors wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [C085, R]

H. P. EDWARDS urgently require good Armstrong Siddeley for immediate cash, distance no object.—Details please to 300, Great Portland St., London, W.1. Langham 6012. [W2003]

Armstrong Siddeley Spares and Service

HENLYE, Ltd., Chertem Hill Rd., Manchester, 8 have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216-7. [C086, R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

ARMSTRONG SIDDELEY owners, complete overhaul, service; 48 hours exchange engine service; prompt guaranteed work by specialists.
PRESSELECTOR gear boxes, exchanges, reconstructions.
S.W.3. Ken. 7501. [1064/R]

PRESSELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [10779]

BIRMINGHAM joint distributors, spare parts from 1952.—Frank Moseley (A.S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [10548]

A LARGE stock of spares for the above cars always available at J. & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town, Tel. Gul. 4141. [10760/R]

ASTON MARTIN

H. W. MOTORS, Ltd., offer:—
1953 Aston Martin DBII saloon, finished satin-bronze with red leather upholstery and contrasting beige piping; fitted with Vantage engine, indistinguishable from new, this car has done only 5,000 miles and is offered at £2,395.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

BROOKLANDS: Aston Martin distributors.—D.B.4 for early delivery. Buy or sell your car.—103, New Bond St., London, W.1. [C1029]

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ASTON MARTIN cars wanted for cash. Full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3 [10197/R]

REQUIRED immediately, good pre-war or D.B.2 Aston-Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [C2062]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.
ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [10198/R]

REPAIRS, parts, reconconditioned guaranteed rear boxes, shock absorbers.—10, Winchester Mews, N.W.5. Prim. 5159. [C0267]

ATALANTA

A TALANTA 1945 4-seater coupe, lovely body by Abbot. New engine, tyres, beautiful car; £650, near.—Box 7556. [3755]

AUSTIN SEVEN

ROYS offer: 1939 Big 7 4-door saloon, £138; 1937 Ruby saloon, £135; 1937 2-seater, £135; 1935 tourer, £95; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8994. [C3059]

222 cars.—Austin 7, November 1936, Nippy sports 2-seater, sea green, spare worn, excellent condition; terms, exchanges.—Rowland Smith, below.

125 cars.—Austin 7, 1936, Open Road tourer, black, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

A USTIN 7 saloons, a couple of good runners offered at £30 and £42 each.—Portland Sports Auto, Meadowhead Garage, 186, Meadowhead, Sheffield, 2. Tel. Sheffield 4512. [3979]

A USTIN 7 1933 Ruby saloon, reconconditioned gunmetal grey October 1951, 24,000 miles only, first-class condition, good mechanical order; £200 o.n.o. 24th June; owner going overseas.—Stock, Trestian, Nantyderry, Mon. [5953]

£222—1935 Austin Big 7 2-door de luxe saloon, magnificent specimen example, most carefully used and in rare condition; also choice beautiful 1934 4-door Austin Big 7; also choice 1939 2-door Big 7; 3 months' guarantee; hire purchase, exchanges.—Lamb, Finchley Showrooms, 421-423, High Rd., Finchley, N.14, Finchley 6221. (East Finchley Underground.) [C2052]

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

1947 Austin 8 4-door saloon, colour black, brown leather upholstery, factory reconconditioned engine recently fitted, one owner only since new, a very excellent and economical car in every way; £365—94, St. Portland St., W.1. Lan. 1343. [C4013]

Austin Eight Cars Wanted

C M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1 Euston 1212. [10093/R]

REALLY good second-hand Austin 8 required.—Obb, 30, Harley House, London, N.W.1. [W1096]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TEN

£250—Austin 10hp de luxe Cambridge saloon, exceptional condition; many extras.—Worthing 6123. [3993]

AUSTIN TEN

H. W. MOTORS, Ltd., offer:—

1946 Austin 10 de luxe, finished black with brown leather upholstery, sunroof; this car is in exceptional condition and has recently been fitted with a factory reconconditioned engine unit; £375.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

1947 Austin 10 sun saloon, one owner, fitted heater; £425. [C2023]

READ BROS. MOTOR CO. (LONDON), Ltd. 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty [C3048]

1947 (Oct.) Austin 10 sunshine saloon, reconconditioned; £395.—Lawton-Goodman, 36, North Audley St., W.1. [C2023]

1947 Austin 10, two, very good condition, black—Herbert & Mills, Ltd., Gt. Portland St., W.1 Langham 3506-7. [C2056]

ROYS offer: 1939 Austin 10 saloon, good; £250, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8994. [C3059]

1946 Austin 10 saloon, black, brown reconconditioned engine, excellent condition for age; £375.—Dobson Ltd. (Austin Agents), Staines, Tel. 801. [C1074]

£279—1940 Austin 10 4-door de luxe saloon, excellent condition; bargain.—G.P. (Batham), Ltd., 2c, Batham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024]

Austin Ten Cars Wanted

C M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1 Euston 1212. [10093/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REQUIRED immediately, good Austin 10.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

AUSTIN A40

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A40 Somerset saloon, heater, 7,000 miles; £725. [C2055]

1951 Austin A40 Devon saloon, radio, heater, 15,000 miles; £635. [C2055]

1951 Austin A40 Devon saloon, radio, heater, 6,000 miles; £685. [C2043]

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

RAYMOND WAY.
RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1949 Austin A40 Devon saloon, mechanically very sound, 28,000 miles, one owner; 499/9s.

HIRE purchase terms on the spot with no references, no formalities or guarantees, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maidia Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds). [C4047]

SCOTT CARS offer:—

1950 A40, radio, heater, sunroof, loose covers, taxed year; bargain £375. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8076. [C4016]

ROUNDABOUT offer:—

1951 (Oct.) Austin A40 saloon, steering column gear change, sliding head, grey with brown leather; £675. [C3056]

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Wuxlow 1071-5. [C3056]

RUSSELL MOTORS offer:—

1949 A40 Devon, one owner, low mileage, radio, heater, sun roof. [C3060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060]

H. A. SAUNDERS, Ltd., offer:

1950 Austin A40 saloon, green with brown upholstery recorded mileage 22,000; £615. [C3067]

1950 Austin A40 Countryman, green with brown upholstery; £525. [C3067]

836—842, High Rd., N.12. Hillside 0024. [C3067]

CHARLES RICKARDS, Ltd., offer:—

1951 (July) Austin A40 Devon saloon, sliding roof, built-in radio and heater, dark green, one owner, 14,000 miles only; this car is in faultless condition throughout; £675. [C3067]

1953 (Jan.) Austin A40 Somerset, black, sliding roof, H.M.V. radio, heater, seat covers, 860 miles only, taxed to end of year, absolutely as new; £615. [C3067]

A LSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.—56, Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050]

1949 A40, blue/blue leather, fitted heater, in very good condition; £485.—Haskins, Lechbrook 1155. [C3027]

AUSTIN A40

J. DAVY of Wes. 9641 and Ken. 1108
£615—1951 A40 Devon sun saloon with heater, nominal mileage, excellent. [C1069]

C.M.I. CAR SALES (Pri. 6623) offer:—

1952 Austin Somerset beige, good condition throughout; £675.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 pick-up, 13,000 miles, used privately only, excellent condition; £450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

DAGENHAM MOTORS, Ltd., offer the following car.

1951 Austin A40 Countryman, green; £565.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3588. And 8 and 12, Sanger Rd., Catford, S.E.6. Hither Green 4821. [C1068]

1950 Austin A40 Countryman new engine not run in; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

1952 Series Austin A40 4-door saloon, column gear change.—Autowork, Ltd., Winchester, Tel. 4834. [C1010]

1952 A40 saloon, 8,500 miles, sun roof, heater; £715.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043]

1953 Austin Somerset, grey, 1,500 miles, heater and sliding roof as new, taxed, private owner; best offer.—Box 7580. [3805]

1951 A40 Devon saloon, bottle green and brown interior, heater, spare unused, 5,000 miles; £685.—Robbins, East Putney, Tel. 4561. [C3010]

1950 Austin A40 saloon, grey, an attractive car; £595.—S. Brown & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

1952 A40 sports coupe, colour grey, new engine, just run-in taxed; £695.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057]

£695—1953 Austin A40 saloon, one owner.—Le Grice Evers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

£575—1951 Austin A40 saloon, one owner.—Le Grice Evers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1951 Austin A40 Countryman, one owner, excellent condition; £525.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. [C2043]

A40 1948 4-dr. Devon, a roof, beige/beige upholstery, 20,000 miles; £495.—Carr Bros. Carages, Ltd., Soho Garage, 21, Soho Sq., W.1. Ger. 6678-9. [C1041]

1952 Austin Countryman, small mileage, immaculate, heater, etc.; £625.—Woffenden, Clait House, Clifton Down Rd., Bristol, 8. Tel. Bristol 37909. [3801]

1950 Austin A40 Devon saloon, heater, taxed year, colour beige, one owner only; £575.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 4531-2. [C3011]

NAYLOR & ROOT—1952 Austin A40 Devon saloon, grey/brown hide, heater, low mileage, very attractive; £685; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

1953 (Feb.) Austin A40 Somerset, grey, sun roof, heater, 2,000 miles, quite like new; £765; many others; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

AUSTIN A40 Countryman, dark green, August 1951, one owner, serviced monthly; immaculate; Tysan pearl green, tartan covers, fitted carpets, white ceiling, Romac wireless, fog lamp; taxed end of year; £580.—Wire or phone or call Colt, Betherden, Kent. Betherden 216. [3904]

1952 (March) Austin A40 sports convertible, colour beige, 6,000 miles, maintained in immaculate condition, heater, fog lamps, taxed year; £750.—Apply in first instance to Ironbridge Service Depot, South Rd., Southall, Middlesex, Southall 2655, who will demonstrate on behalf of the owner. [3909]

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloons, black/brown 14,000 miles or grey/blue leather, low mileage, one owner, heater; choice two at £599. 1949, grey/beige or green/brown leather, both low mileage, choice two, £529, 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3058]

Austin A18 Cars Wanted

T H
E CAR MART, Ltd.

AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House 297, Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [10097/R]

C. A. PETO, Ltd. 42, North Audley St., W.1. Wish to purchase immediately late model Austin A40.—May. 5951. [W3043]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

£700 cash waiting for best A40 or similar car offered.—54, Streattham Hill, S.W.2. Tulse Hill 2676. (W3016)

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

Austin Twelve

1939 Austin 12 de luxe saloon, very good condition throughout; £275. Maculay 1265. (3971)

1947 Austin 12 saloon, black and brown leather, nominal mileage, in excellent condition throughout; £450. (C1036)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1036)

AUSTIN 12 saloon, 1939, very good condition throughout; £245.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

£125—1936 model Austin 12-4 de luxe saloon, excellent runner, unrepeatable bargain; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 (Aug.) Austin 12, blue and brown leather, very beautiful car; £485.—Blue Star Garage, 65, Portune Green Rd., West Hampstead, N.W.6. Ham 2211. (W4031)

49—Austin heavy 12/4, Aug. 1939, 4-door saloon, dark blue, blue leather, very good condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Twelve Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (0954/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

Austin Fourteen

1938 Austin Goodwood saloon, above average; £285, 3 months' guarantee, terms and exchange. (C1005)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

£275—Austin 14 special sports saloon, low-slung bodywork, like brand new with immaculate leather upholstery; this vehicle is literally outstanding and must be seen to be appreciated; 3 months' guarantee, hire purchase, exchange. (C2052)

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6621. (East Finchley Underground.) (C2052)

Austin Sixteen

DICKS, Austin 16 saloon, highly economical; £495. (C1072)

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6889-9. (C1072)

KAR SALES OF EGHAM offer:—

1949 Austin 16 saloon, immaculate; £510.—High St., Egham 3131, 2. (C2056A)

1939 Austin 16 cabriolet, superb throughout, taxed; £220.—Value Cars, 362, Upper Richmond Rd., N.W.14. (3949)

£485!!!—1948 Austin 16 saloon, in excellent condition throughout.—Vandervells, 215, Waverstock Hill, N.W.3. Primrose 4441. (C4037)

1948 Austin 16 sun saloon, radio, heater, one owner, immaculate condition; £495.—E. L. Mendel, Ltd., 85, Ot. Portland St., W.1. Langham 2261-2. (C3067)

LIMOUSINE 1951 April, 16hp Hirecar, privately owned, black, heater, excellent condition, reasonable cost. (C1010)

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer-Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. (0956/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

HIRECAR Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (W1006)

Austin A70 & A90

CAR MART, Ltd.,

LONDON Distributors.

1951 Austin A90 saloon, radio, heater, 12,000 miles; £775. (C1039/1)

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039/1)

CAR MART, Ltd.,

LONDON Distributors.

1953 Austin A70 Hereford saloon, heater, 1,000 miles; £845. (C1039)

1952 Austin A70 Hereford, radio, heater, 14,000 miles; £745. (C1039)

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

H W. MOTORS, Ltd., offer:—

1952 (June reg.), 8,000 miles, Austin Atlantic A90 sports saloon; this car is indistinguishable from new, finished black with beige leather upholstery, fitted heater and radio; £525. (C2042)

1952 Austin Hereford (A70) saloon, suede green with brown leather upholstery; this car has only covered 14,000 miles and is in new condition; fitted special extras; £785.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

OVERSEAS CARS, Ltd., offer:—

1951 (November) Austin A90 saloon, black, red leather, radio and heater, one owner, mileage under 10,500; £725. (C3051)

OVERSEAS CARS, Ltd., 227 Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C3051)

H A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, brown with brown upholstery, heater, recorded mileage 25,800; £845. (C2027)

1951 Austin A70 utility, fawn with brown wooden 4-door body, recorded mileage 18,800; £655. (C2027)

836—842, High Rd., N.12. Hillside 0024. (C2027)

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A70 Hereford convertible coupe, grey, radio and heater, 6,000 miles; £995. (C4045)

1952 Austin A70 Hereford saloon, green, heater, 7,000 miles; £895. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

J DAVY of Wes. 9641 and Ken. 1108. (C1069)

A90 Sports saloon, 1951, one owner; £775. (C1069)

KAR SALES OF SOUTH HARROW offer:—

1950 Austin A70, excellent order; £545.—50-56, Northolt Rd., South Harrow, Byron 5544. (C2056)

1952 Austin A90 saloon, black, red leather, 9,000 miles, one owner, spare used; £865. (C3052)

RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Revent 2952-4. (C3052)

1950 (October) Austin A70 saloon, radio and heater, one owner, in excellent order throughout; £585. (C3052)

LYNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

COUPE, Hereford, 1952, burgundy, 4,500 miles, in new condition; £925.—Scott, 5, Albert Rd., Dorchester, Dorset. (3895)

1953 Austin Hereford, mileage 2,000, heater.—H. C. Faul, Ltd., 32, Bruton Place, W.1. Mayfair 0321. (C3040)

1953 (May) A70 Hereford saloon black with brown leather, heater, 270 miles only.—Robbins, East Putney, Tel. 4561. (C3010)

1952 (July) Austin A90 saloon, one owner, black, beige leather, 5,000 miles; £825.—Frickers of Holland Park, Park 5077. (C2016)

1951 Austin Hereford saloon, radio, heater, 13,000 miles; consider exchange, cash adjustment either way.—Tel. Winchester 4599. (C1010)

1952 Austin A70 Hereford saloon, black, 8,000 miles, immaculate condition; £835.—G. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. (C3043)

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £695.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1951 Austin A70 saloon, blue, blue leather, heater, 12,000 miles, excellent condition.—Tuckford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

A90 Hard Top sports saloon, delivered 1953, immaculate and unmarked, under 150 miles.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1952 (September) A70 Hereford saloon, genuine leather, 5,600, fitted radio, heater and licensed to December; £825.—Dixon Garage, 154, West Hill, Putney, S.W.15. Putney 0396. (C1073)

AUSTIN A90 saloon, 1951, one owner, in first-class order throughout, guaranteed mileage 23,000; price £735.—Appy J. Swarder, Chestnut Farm, Hazlemere, Bucks. Tel. Holmer Green 3207. (3815)

JACK ROSE, Ltd., offer: Brand new shop-soiled, unregistered A90 Atlantic saloon, with radio and heater, in grey; accept £1,035; also 1951, in black with beige upholstery, carefully used; accept £735.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

Austin A70 & A90

6300 miles!!!—Unconditionally guaranteed, A70 Hereford saloon, heater, absolutely indistinguishable from brand new, unique opportunity under existing short supply to obtain virtually new car; exceptional value, 725s; terms, exchange.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0037-9. (3947)

AUSTIN A90 Atlantic convertible dark (Connacht) green, property since new of managing director firm Austin distributors and meticulously maintained; latest modifications including ventilated wheels, shock absorbers, pistons; a really fast, economical car in showroom condition; price £700.—Tel. Kensington 2669 10 a.m.-6 p.m. (3596)

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TEL: Euston 1212

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

AUSTIN wanted in good condition for cash.—Valentine 2098 of 4674. (W3018)

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

£750 cash waiting for best A70 or similar car offered.—54, Streattham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

Austin Eighteen

GUY ALFRED & Co., Ltd., 1938 Austin 18 liver limousine, privately owned only since new, occasional seats never used.—6-7, Warren St., W.1. Euston 3268. (C1005)

AUSTIN 18 limousine, 1937, 7-seater, face forward tip up seats, in very nice condition, £225.—The Stanborough Motor Co., Ltd., 18-22, Holdenhurst Rd., Bournemouth 7007. (3894)

CASS'S MOTOR MART.—1938 Austin 18 7-passenger saloon, black, immaculate, £495; also 1939 Austin 18 5-passenger saloon, black, radio, genuine 55,000 miles, written guarantee.—5, Warren St., W.1. Euston 3523. (C1040)

£495!!!—Magnificent Austin 18 7-passenger de luxe saloon, full 7-seater face-forward occasions, in most beautiful and spotless condition, leather work immaculate, bodywork spotless, and mechanically 100%; 3 months' guarantee; hire purchase, exchange. (C2052)

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6621. (East Finchley Underground.) (C2052)

Austin Eighteen Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0956/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)

7-PASSENGER privately owned 1958 59 Limousines, 2 Providence Court, North Audley Street, Mayfair 2941. (W1006)

Austin Twenty-Four

1939 Austin Ranelagh 7-seater black limousine, moderate mileage.—Box 7618. (3922)

Austin A125 & A135

CAR MART, Ltd.,

LONDON Distributors.

1950 Austin A135 Princess saloon, 15,000 miles; £1,275. (C1039/1)

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039/1)

CAR MART, Ltd.,

LONDON Distributors.

1951 Austin A125 Sheerline saloon, 4,000 miles; £1,195. (C1039)

1949 Austin A125 Sheerline saloon, 14,000 miles; £865. (C1039)

CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

SCOTT CARS offer:—

1950 (October) Sheerline, 11,000 miles only, radio, heater, absolutely as new; £950. (C4016)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. (C4016)

B J. HUNTER, Ltd., offer:—

1950 Austin Sheerline saloon, fitted radio, heater, superlative condition; £850. (C2040)

1949 Austin Sheerline saloon, fitted all extras; £775. (C2040)

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

PHILIP RICKARDS, Ltd. offer:—

1951 Austin Princess, black, 11,000 miles; part exchange; deferred terms.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

H. A. SAUNDERS, Ltd. of Worcester.

1949 Austin Sheerline saloon, black with beige leather, radio and heater; £795.

AUSTIN HOUSE, Worcester. Tel. 2568. [C4005]

GUY SALMON AUTOMOBILES offer:—

1951 (July) Austin Sheerline saloon, grey, grey leather, 16,000 miles, faultless condition; £1,150.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2/3. [C4001]

1950 Austin Sheerline saloon, black, 15,000 miles; £915.

GORDON CARS (LONDON), Ltd., 575, Euston Rd., N.W.1. Bus. 6611. [C3023]

1951 (July) Austin A135 Princess saloon, 11,000 miles.—Weibridge 600. [C4023]

1951 Sheerline saloon, black with beige leather, loose covers, radio; £1,050.

JACK OLDING & Co., 8-10, North Audley St., W.1. Mayfair 5242-3/4. [C3030]

1949 Sheerline, radio and heater, black, low mileage, £795.—Jack Posner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [3063]

1953 Austin Sheerline, 300 miles only, radio, heater; £1,625.—Berry, Churt Gate House, Westcott, Dorking. Tel. Westcott 179. [C3006/1]

1952 Sheerline limousine, 12,000 miles; £1,495.—Claydon's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1951 Austin Princess, 16,000 miles, radio, heater, two tone upholstery, in superb condition throughout; £1,575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006]

1952 Austin Sheerline, low mileage, immaculate condition; £845.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3589.

AUSTIN Sheerline for sale, privately owned and chauffeur driven, well above average and in exceptionally good condition.—Tel. Uxbridge 925, or write Box 7541. [3768]

ARCHIE SIMONS & Co., Ltd.—1950 Austin Sheerline, colour black, beige hide upholstery, fitted heater and radio and attractive loose covers, in immaculate condition throughout; £895.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

1952 Austin Princess, absolutely new condition, 3,252 miles only, owner taking delivery of smaller car.—44, Farquhar Rd., Edgmont, Birmingham. [3751]

1953 Austin Sheerline saloon, black with beige leather, 300 miles only; for price and full particulars—George Box, Ltd., Aldams Rd., Dewsbury Tel. 652 (3 lines). [3588]

NAYLOR & ROOT—1951 Austin Sheerline, black/beige hide, radio, heater, low mileage, unblemished throughout; £895; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

1950 (June) Austin Sheerline, grey with grey leather, radio, heater, loose covers, taxed year, mileage 15,000; £890.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

1950 Austin Sheerline saloon, 21,000 miles, black with beige leather upholstery, supplied and serviced by us from new, a faultless car in every respect; £895.—Hale's Motor Co., Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32267. [3856]

Austin A125 and A135 Cars Wanted

T. H. E. CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House 297, Euston

ROAD London N.W.1.

TELEPHONE: Euston 1212 [C052/R]

WANTED, 1951 Austin Sheerline saloon, small mileage—Box 7600. [3943]

PRIVATELY owned Sheerline.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN MISCELLANEOUS

1951 saloon, heater, loose covers, for lamp, exceptional condition; £645.—H. A. Saunders, Ltd., 144, Olders Green Rd., N.W.11. Speedwell 0011. [C3004]

Austin Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCUMBS, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—59-32 Dudden Hill Lane N.W.10. [W4017]

Austin Miscellaneous Cars Wanted

AUSTIN wanted in good condition for cash.—Valentine 2098 and 4674. [W2018]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293. [0804/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [0598/R]

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. [0768/R]

WEYBRIDGE AUTOMOBILES, Ltd. the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R]

H. F. EDWARDS urgently require good Austin for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R]

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.5. Riv. 3665. [0226]

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R]

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd. Welsh Harp Edgware Rd., N.W.3 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717) and 352, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R]

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R]

HAMMERSMITH—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [83054]

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2652/2620. [0729/R]

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farnham, Surrey, for all spares from 1932 onwards; engines a speciality. [0968/R]

AUSTIN 7 spares.—Largest stockists, lowest prices. Exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0446/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford. Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R]

PRYNN & STEVENS, Ltd. the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R]

BENTLEY (3), 4½-litre and New 4½-litre)

C. M. CAR MART, Ltd.

1947 Bentley 4½-litre standard steel Mark VI saloon, beige with brown hide upholstery, guaranteed; £2,095.—Car Mart, Ltd., Grosvenor 3434. [C1059]

RIPPON

RIPPON

RIPPON BROS. Ltd.

THE leading Northern Bentley specialists

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS. Ltd., Huddersfield 7070 (10 lines) Also Bradford, Leeds and Sheffield. [0906/R]

SCOTT CARS offer:—

1948 Bentley standard steel saloon, immaculate throughout; £2,195, or part exchange.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-6676. [C4016]

COACHCRAFT offer:—

£650!—1955/6 3½ riding control Thrupp & Maberly saloon, beautifully maintained and in splendid condition throughout, very good history; 3 months' guarantee; terms and exchanges.—Coachcraft Elm Rd., Evesham. Tel. 6539. [C1055]

PARK WARD & Co., Ltd.

OFFICIAL Bentley retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden. London, N.W.10. Tel. Willesden 0015. [0693]

BENTLEY (3), 4½-litre and New 4½-litre)

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TAYLOR & CRAWLEY offer:—

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MASCOT MOTORS, Ltd., offer:—

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MASCOT MOTORS, Ltd., 237-243, Kensal Rd.

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MANN EGERTON & Co., Ltd., offer:—

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3), 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; example: 1950 standard steel saloon, finished in moss green with beige leather upholstery, 20,000 miles; price, £2,850.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

H. M. BENTLEY & PARTNERS, Ltd., offer:—
1937 (November) 4½-litre Vanden Plas drop head four-seater coupe, mileage 50,000. Bentley history, including complete engine overhaul; £1,195.
9 Altemarie St., London, W.1. Tel. Grosvenor 5551. [C1018]

1948 Bentley MK VI saloon, maintained by makers; £2,150.
MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

1953 Bentley sports saloon, 500 miles only.—Offers to Box 7612. [3891]

1935 3½-litre Bentley Park Ward drop head coupe in really first-class order.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604. [C3017]

1949 Bentley Mark VI standard steel saloon, shell grey/blue hide upholstery, beautiful condition, one owner; £2,300.

F. N. MORGAN & Co., Ltd., 25, City Rd., Cardiff. [3863]

BARTLETT—Bentley 1937 Park Ward all-steel, £1,150; Bentley 1934 Park Ward, £550.—27a, Pembroke Villas, W.11. [C1013]

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer the following selection of guaranteed cars:—

1950 Bentley Mark VI standard steel sal., black, fitted latest big bore engine, passed by makers and not used since; £2,950.

1949 Bentley Mark VI 4-door sports sal. by H. J. Mulliner, black with grey hide, not used since engine overhaul by makers, a beautiful car; £2,850.

1949 Bentley Mark VI standard steel sal., black, beige leather piped dark brown; this car has covered genuine total mileage of 20,600 only and is in superb order; £2,750.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C3020]

BENTLEY 3½, Park Ward saloon, 1955, black, exceptional condition; full details and photo.—Thompson, 10, Windsor Terrace, Newcastle-on-Tyne, 2. [3924]

1952 4½-litre Standard steel saloon, 10,000 miles only, sale or exchange, Mark VII Jaguar; S. A. Coles, 364, High Rd., Leyton. Ley. 7171. [3892]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers, reliable used cars in stock. [8059]

CAMDEN MOTORS—Bentley 4½-litre Park Ward sports saloon, 1946, Bentley overhaul last year, including rebore and gear box reconditioning, superb specimen; £875.

CAMDEN MOTORS—Bentley sports saloon, 1954, Barker four-light body, most attractive appearance and in outstanding mechanical order, good history, two owners, fitted discs and Motorolla radio; £845.

CAMDEN MOTORS—Bentley Vanden Plas saloon, late 1956, comprehensively overhauled by accredited Bentley specialists in 1950 and serviced by them since then, this available for nearly £250 reconditioning and maintenance; £725.

CAMDEN MOTORS—Bentley Vanden Plas sports saloon, 1956 series, but slightly earlier registration than the above, general mechanical condition similar to above; £695.

CAMDEN MOTORS—Bentley 4½-litre Park Ward sports saloon, 1957, exceptional specimen, maintained regardless of cost and in superb order throughout, fitted radio, discs, seat covers, etc.; £955.

CAMDEN MOTORS—Bentley 4½-litre Park Ward sports saloon with over-drive, first delivered and registered 30.12.59, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brakes relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage. This magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy—photographs will be supplied to genuine prospective purchaser; £1,495.

CAMDEN MOTORS, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1085]

SPORTS 4-door 3½-litre H.J.M. Saloon, leather, boot, £300 Bentley overhaul, good chassis, immaculate, 2735. Ains & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

KENTISH & THOMSON, Ltd., 1954 Bentley 3½-litre 4-door sports saloon, Hooper body, black, 13777 interior, excellent condition throughout; £650—564-6, Wickham Rd., Croydon, Springpark 3477. [C2047]

1949 Bentley Mark VI Park Ward coupe, 30,000 miles, colour black, perfect condition, one owner from new.—Apply to Kings Road Garage Co., Ltd., Kings Rd., St. Annas-on-Sea, Lincs. Tel. 670-1-2. [3777]

1951 Bentley 4½-litre saloon, 19,000 miles, black coachwork, quite indistinguishable from new; £3,565.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43544. [C4024.2]

BENTLEY (3), 4½-litre and New 4½-litre)

BENTLEY Mark VI 1949 registered Dec. 1948, mileage 41,000, standard steel saloon in black with brown leather upholstery; car is in exceptionally fine condition and fitted with radio and heater; £2,400.—Derham, 40a, Derby Rd., Beeston, Notts. [3914]

4½ Mark VI Bentley saloon, fitted H. J. Mulliner body, this car is unique in that it did not leave Bentley Motors (1951), Ltd., until 1950, and was fitted with all the latest modifications at that time. £2,250.—Anthony Crook Motors, Ltd., Caterham 2232. [C1063]

4-litre Bentley saloon, 1952, amazingly beautiful condition, quite exceptional, chrome radiator, looks almost new; £295.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43544. [C4024.1]

1952 Bentley 4½-litre saloon (Oct., 1951), dual tone silver grey, 12,000 miles, indistinguishable from new; £3,595.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Tel. Southbourne 43544. [C4024.1]

1935 Bentley 3½-litre Sportsmans Mulliner saloon, finished black with grey leather interior, in excellent condition throughout, fitted radio, heater, taxed for the year, fitted twin chrome Windtones, twin chrome passamps, a remarkable example of this rare model offered at the low figure of £695, exchange.

MAIDSTONE ENGINEERING Co., Cross St., Fendleton, Ealing, 6, Manchester. Pen. 3457. [C3000]

BY order of the Commissioners of Customs and Excise, Measham Motor Sales Organisation, Ltd., will offer for sale at 3 p.m. on Tuesday, June 16th, 1953, at Measham, Burton-on-Trent, a 1950 (April) Mark VI 4½-litre Bentley, 29,489 standard steel saloon, chassis No. B105GT, engine No. B514G, polychromatic grey, fitted radio. [3859]

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

1936 4½-litre Bentley Park Ward sports saloon, over £1,000 spent by fastidious owner who achieved perfection; 16,000 miles since complete overhaul, including engine, transmission and brakes, new red hide upholstery and grey carpets, reconditioned black and dove grey, extras include P.100 headlamps, luggage rack, Windtone horns, spotlight; in exceptional condition; open to any examination; £695, or exchange and cash adjustment.—Briar Wood House, Briar Hill, Purley, Surrey. Uplands 9581. [3905]

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

Bentley Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R]

GUY SALMON AUTOMOBILES

PURCHASE Bentley.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

SEE "Exchange."—Lewins Motors, Gerrards Cross. [9067]

GENUINE private buyer, Mark VI 1950, very low mileage; 8 E. London.—Box 7623. [3932]

BENTLEY Mark VI wanted, preferably under 50,000 miles.—Bowles, 2, Elm Park Court, Pinner, Tel. 960.

RUSSELL MOTORS will buy 3½ and 4½ Bentleys.—47, Sloane St., S.W.1. Tel. Sloane 9288. [W3060]

BARTLETT—Bentley saloon, 1934-36, urgently required.—27a, Pembroke Villas, W.11. [W1013]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bentley—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

M. K. VI steel saloons.—Reading Automobiles, Caversham Rd., Tel. Reading 8021-2. Special retailers and repairers. [1351]

Bentley Cars Wanted

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St., Midland 2437. [0857/R]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 423. [0540/R]

WE will buy or part exchange your Bentley for a new one.—Loxhams' Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4242. [3854]

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8641.

107. New Cavendish St., Great Portland St. W.1. Museum 5221. [W3041]

MARK VI standard saloon, 1947-8, in excellent condition.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012]

SPORTS 1935 39 Saloon required, reasonable mileage, good condition, Alpe & Saunders, Providence Court, North Audley Street, W.1. [W1006]

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030]

R. C. MORTLAKE wishes to purchase good pre-war or post-war Bentley and Rolls-Royce cars, any type of coachwork.—255, Kensal Rd., London, W.10. Arnold 4604. [W3017]

R. S. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [W3011]

CHARLES FOLLETT, Ltd.—Officially appointed repairers and retailers, buy good late cars.—Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 5956-7-8. [0592/R]

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, large stock of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and retailers, buy good late cars.—Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 5956-7-8. [0592/R]

SPARE parts

SERVICE: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R]

ALL spares and replacements for pre-war Rolls-Royce; full repair service at most reasonable prices.—Compton, 69 Westway St., Crystal Palace, Tel. Livingstone 3362. [0490/R]

JACK OLDING, official retailers and repairers, recondition in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [0830/R]

B.M.W.

!! Chiptead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY of Kilburn [0627/R]

BRISTOL

ANTHONY CROOK offer:—

1953 Bristol 405 saloons, new.

1953 Bristol 401 saloon, new.

1951 401, black, one owner.

ALL the above supplied and maintained by us from new.

1950 402 drop head, cream

OTHER cars being extensively reconditioned before re-sale and available shortly.

ANTHONY CROOK MOTORS, leading distributors of Bristol cars since their inception—Caterham Hill, Surrey. Tel. 2238-3. [C1063]

FRAZER-NASH CARS offer:—

A LATE 1950 type 401 saloon, one owner since new, colour black, with beige leather, genuine total mileage of 27,000, in guaranteed condition; price £1,675.

1948 type 400, black, beige leather, recently overhauled; £975, or if reconditioned £1,025.

A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011.) [C2015]

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews Berkeley Sq., W.1. Gros. 2565 [C2054/R]

BRISTOL 401 saloon, registered March 1952, one owner, low mileage, radio and heater; £2,200.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

UNIVERSITY MOTORS Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grovenor 4141.

1950 Bristol 401, radio screen spray, covers; £1,600; part exchange considered.—St. Helens 3900. (1935)

BRISTOL 400, 1949, 36,000, immaculately clean; £1,250.—River Cottage, Rossett, Denbighshire. Rossett 58.

1953 (April) Bristol 401, surf blue, fawn leather, mileage 800; offers: owner purchasing 405.—F. Lewis, 2, Guilleva Close, Lilliput, Parkstone. Tel. Canford Cliffs 78528. (1938)

1948 Bristol 400, Bristol red/beige leather, radio and heater, 15,000 miles genuine, 85c engine and close ratio gear box: fitted within one thousand miles only; £1,345.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (1945)

TANKARD & SMITH, Ltd., offer:—1949 (Aug.) Bristol 400 saloon, black with beige leather, two owners, 10,000 miles since major chassis overhaul; £1,175; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Fiamman 4801/2/3. (1945)

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Penbridge Villas, W.11. (W1013)

PERFORMANCE CARS urgently require Bristol:—Great West Rd., Brentford, Middlesex. Ealing 9841: or.

107 New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

A.F.N. Ltd. will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (1947/R)

H.F. EDWARDS urgently require good Bristol for immediate cash, distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0012. (W2005)

Bristol Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. (10040)

B.S.A.

1939 B.S.A. 2-seater Scout; £265, part exchange, terms arranged.—Kings Autos, 725-727, High Rd., Seven Kings, Tel. Seven Kings 5556. (C2048)

£195!!!—B.S.A. 10hp front-wheel drive 4-seater open sports, July 1952, Ensign red, fawn leather, hood to match, much mechanical reconditioning late last year, terrific little gear.

CAMDEN MOTORS Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

B.S.A. Cars Wanted

B.S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

B.S.A. Spares and Service

BASIL ROY Ltd. B.S.A. (Scout model) spares, comprehensive stock: wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. (10144/R)

BUGATTI

BUGATTI type 57a, two for disposal, 110 mph, drop head coupe and international 4-seater; £1,050 and £975.—J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1351. (10229/R)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 1351. (10071/R)

BUICK

METCALFE & MUNDY, Ltd.

1947 Buick Super 51 convertible, power-operated hood and wind-up radio and heater.

1939 Buick Century 51hp drop head coupe by Carlton, radio and heater, carefully maintained at works; £595.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

1949 Buick l.h.d. 2-door saloon, 42,000, radio, heater, covers; £955.

G.E. LAYTE & Co., The Highway, Beaconsfield, Tel. 644. (13708)

1939 Buick foursome coupe by Carlton, first registered July 1940, one owner, 12,500 miles; £675.

JACK OLDING & Co., 8-10, North Audley St., W.1. Mayfair 5242-3-4. (C3030)

£385 or first reasonable offer.—1959 Buick 4-door saloon, genuinely in beautiful order, trade offers invited (evenings).—Yarmouth, Wight 564. (15689)

RHD 1952 (Aug.) Buick Super Riviera 4-door saloon, many extras.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

£195!!!—Buick Super Eight drop head coupe, 1936, whilst obviously not in perfect condition this is a good specimen for its year, sound mechanically, high standard of performance and particularly well shod.

£295!!!—Buick Viceroy 6-seater saloon, 1938, re-sprayed only last month and of extremely good appearance, luxurious leather interior, smooth, powerful engine, six excellent tyres.

£345!!!—Buick Super Eight drop head coupe, 1938 series, on which over £120 has been spent this year alone on reconditioning, immaculate finish in silver-grey with rich leather interior, brand new mohair hood, built-in radio and heater, general mechanical condition if anything is even superior to the appearance of the car, definitely one of the smartest and most luxurious American drop heads on the road.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

BUICK

£95!!!—Buick 30hp de luxe saloon, large modern looking vehicle at bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1947 (September) Buick model 51 4-door saloon, two-tone finish, black with grey upper panels and grey upholstery, luxuriously equipped with radio, heater, spot lamp, etc., a really magnificent and spotless example, thoroughly recommended, written guarantee; £395; terms, exchanges.—R. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. (C2005)

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

PRIVATE buyer wants 1939 Buick fixed head coupe, must be perfect.—Details and photographs to box 7619. (5925)

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (10504/R)

H.F. EDWARDS urgently require good Buick for immediate cash, distance no object.—Details please to 29, Upper High St., Epsom, Surrey. Tel. Epsom 9301. (W2001)

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10141/R)

CADILLAC

CASS'S MOTOR MART.—1939 Cadillac 75 d/h four-door coupe, radio, heater, superb order; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

LIMOUSINE 1938, Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible, £765. Another similar, £695.—Alpe & Saunders, Providence Court, North Audley St., Mayfair-2941. (C1006)

1938 Series 60 special saloon, genuine mileage 65,000, new makers' engine fitted at 50,000, black with fawn cloth, fitted Marchal headlamps and spotlight, radio, heater, loose covers, the car is in original condition throughout, and quite faultless, undoubtedly the most beautiful specimen of its year on offer; £750.—Goscoine, Cheltenham 5821. (15968)

CADILLAC.—Sixty special, right-hand drive, black, perfect condition, 13,600 miles, heater, radio, 260 ampere-hour Exide battery, special dynamo, S.U. electric and A.C. petrol pump, Marchal lighting, maintained regardless cost, full history available Lendrum & Hartman.—Inspection and offers to Gardner, "Woodnorton," Moor Green Lane, Moseley, Birmingham, or Tel. South 5285. (15923)

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. (W4015/R)

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (10504/R)

CADILLAC sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10112/R)

CHEVROLET

METCALFE & MUNDY Ltd.

1950 (October) Special Chevrolet Bel Air Hard Top convertible, maroon and cream, heater, radio, loose covers, twin pass lights, hand swivelling spot light, recorded mileage 15,000, 25mpg, a most beautiful car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

1951 Chevrolet 4-dr. Styleline de luxe saloon, r.h.d., 19,000 miles, radio and heater; £1,595.

1951 Chevrolet 4-dr. Styleline, 9,000 miles; £1,395.

CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd., (Distributors for London and Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5598. (C1027)

RHD Chevy-4-door saloon 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. (W3064)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

Chevrolet Cars Wanted
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5598. (W1027/R)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5598. (C1027/R)

CHRYSLER

1939 Chrysler 24hp Kew saloon, exceptional bargain; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. (C1011)

1949 Chrysler Windsor saloon, right-hand drive, black with brown leather, radio, genuine 12,000 miles, a very attractive and immaculate car.

G. Elmhurst 6755. (C2063)

Chrysler Cars Wanted

AUTO SALES (LONDON) Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Beale Rd., Swiss Cottage, N.W.6. Mai. 5555-2155. (10445/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

7-SEATERS private 1938-39 (24-28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Beale Rd., N.W.6. Mai. 5555-2155. (10445/R)

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co. Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 57271. (19684)

REPAIRS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. (10574)

CHRYSLER Specialists, repairs spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. (19561/R)

CITROEN

DICKS

1946 Citroen 15 saloon, one owner, works maintained; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. (C1072)

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London, Service spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. (10756/R)

RUSSELL MOTORS offer:—

1948 Light 15 Citroen, colour black, two owners only.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. (C3060)

JOHN S. TRUSCOTT, Ltd., for Citroen

ONLY first-class examples are offered.

PRESENT stock includes 1950 Light 15, black, £625; also 1953 Light 15hp, mint green, 2,900 miles, £895, and 1950 6-cyl. 15,000 miles, grey, £850. OTHERS usually available.

OFFICIALLY appointed Citroen agents. New models from stock. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. (14035)

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (15540)

1951 (May) Citroen Light 15 saloon, grey with red leather, low mileage, one owner, perfect condition throughout; £735.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. (C4046)

1947 Citroen Light 15, beautiful specimen; £495.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2099)

£425.—Citroen Light 15, 1946, excellent body and cellulose, front transmission new, both sides excellent performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5096-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

1939 Citroen, re-culoured and overhauled, grey with red leather upholstery; £325.—The Hindhead Motor Works, Ltd. Tel. Hindhead 665. (C2061)

16000 miles.—Light 15, 1950, extremely smart, mechanical superlative; £595.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C5045)

1952 Citroen 15, one owner, grey, sup. roof, 16,000 miles; £795, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

1946 (September) Citroen Light 15 full de luxe saloon, finished in the original and unblemished black with red leather interior, fitted radio, heater, taxed for the year, excellent tyres, sunshine roof, a most superior example, copies of bills for over £200 in last 15 months; £450.

MIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6 Manchester. Pen. 5457. (C3090)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

CITROEN 15hp 1951 converted to sports model by fitting of twin carbs, very fast performance, unmarked metallic grey finish with spotless red leather upholstery, perfectly maintained since new by fastidious owner, £1400—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C104]

Citroen Cars Wanted

THE CAR MART, Ltd. wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. [0172/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Citroen.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10 Egar 5565 (5 lines). [W1000/R]

PRIVATE advertiser will exchange Austin A90 coupe for good Citroen.—Box 7655 [W1096]

REALLY good second-hand Citroen required.—Cobb, 30, Harley House, London, N.W.1. [W1096]

REQUIRED immediately, good Citroen.—Edwards, Amersbury Lane, Harpenden, Herts. Tel. 118. [W2000]

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 9841; [W2018]

107, New Cavendish St., Great Portland St., W.1 Museum 8221. [W5041]

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Etoile 5424. [W5045]

CITROEN—John & Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 665. [W2061]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists: all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R]

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, fairs 48-hr. service. [5096]

SHRIMPTON'S MOTORS Ltd.—London Distributors Head office and showrooms—242-244 Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner S.W.1. Tel. Etoile 5490 [0727/R]

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R]

CITROEN—We are distributors for N.W. Kent and specialists in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Hockley Heath 725. [0746/R]

BOWEN ROAD GARAGE & ENGINEERING CO., Ltd., Bowen Rd. N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr., all spares stocked. [0585/R]

CONNAUGHT

L. F. WARD, Ltd.

1949 Connaught sports 2-seater, all-weather equipment, extremely fast car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C9403]

CROSSLEY

CROSSLEY 3-litre sports saloon, 1935 model, in really nice condition; £135, terms, etc.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. Sheffield 45212. [3976]

DAIMLER

CAR MART, Ltd.

1948 Daimler 2½-litre saloon, guaranteed; £775.

1939 Daimler 2½-litre six-light saloon, heater, guaranteed; £495.—Car Mart, Ltd., 120, Euston Rd., N.W.1. Euston 1212. [C1039]

R. F. FUGGLE, Ltd.

1953 Daimler Consort, black, 556 miles (genuine).

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1665. [C2017]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1951), duo fawn with beige leather, most attractive; £1,565.

DAIMLER 2½-litre Consort (1952), black with green leather, radio, 12,000 miles; £1,400.

DAIMLER 2½-litre saloon (1949), black with brown leather, well maintained; £950.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404); service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [C9022]

DAIMLER

1950 Daimler 2½-litre saloon; £950.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2023]

GUY SALMON AUTOMOBILES offer:—

1952 Daimler 2½-litre special sports coupe, dark and light green/tan leather interior, H.M.V. radio, 5,000 miles, one owner, an absolute superb example of this outstanding model; £1,795.

1952 (December '51 delivery) Daimler Consort saloon, black/red leather, under 10,000 miles, H.M.V. radio, faultless condition; £1,295.

1951 Daimler 2½-litre special sports coupe, colour grey and blue, blue leather, 7,000 miles, indistinguishable from new; £1,675.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1952 Consort, black with brown leather, 3,000 miles, one owner.

JACK OLDING & Co., 8-10, North Audley St., W.1. Mayfair 5242-3-4. [C9300]

DAIMLER 15hp 1936 saloon, in grey leather upholstery, any trial; £165.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath Garage, Nr. Lingfield, Tel. Lingfield 350-1. [5897]

DAIMLER 1938 Light Straight 8 Freestone & Webb saloon, black, brown upholstery; £395.—Box 7611. [3690]

1948 Daimler 2½-litre saloon, first-class condition; £785.—Webster, 115, Sydenham Rd., Croydon. Tel. Croydon 6178. [3760]

1936 Daimler 24hp limousine, occasional seats, ideal hire car, blue, £350.—Golly's Garage, 6015, Court Rd., S.W.5. Fre. 6373. [3510]

£1145!!! Consort saloon, 1951, a one-owner car in silver and maroon, negligible mileage and in very beautiful condition.

£475!!! An almost perfect specimen of the 1940 Daimler 2½-litre saloon, first registered and delivered April 1940, and privately owned by true Daimler enthusiasts, general appearance quite immaculate with equivalent mechanical order, reasonable total mileage and a truly outstanding example of this scarce and desirable series.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1947 Daimler 2½-litre saloon, black, one owner; £675.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

CARR'S MOTOR MART—1939 Daimler 2½-litre sports saloon, black, one owner, superb, written guarantee.—5 Warren St., W.1. Euston 4110. [C1040]

1950 Daimler Consort saloon, black/green, 20,000 miles, immaculate condition; £985.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

1950 model 2½-litre sun saloon, black green leather, heater, taxed year, spotless; £910.—Welham's Surbiton Hill Rd., Surbiton. Elmbridge 1873. [2666]

NAYLOR & ROOT—1950 Daimler 2½-litre saloon, duo brown, radio, very attractive; £945; written guarantee.—25 East Hill, Clapham Junction, S.W.11. Batt. 2252. [C9022]

1951 52 Daimler special sports drop head coupe, finished in black and cream with beige interior; many extras, outstanding attractive car in faultless condition; £1,745. [C4036]

DAVID ROSENFELD, Ltd., 1-5, Peter St., Manchester, 2. Tel. Bla. 4942. [3861]

1950 Daimler 2½-litre drop head coupe by Barker, maroon with maroon leather interior; a meticulously maintained one owner car in specimen condition; guaranteed; £1,145.

DAVID ROSENFELD, Ltd., 1-5, Peter St., Manchester, 2. Tel. Bla. 4942. [3860]

1951 Daimler Consort 2½-litre saloon, one owner, twin speaker H.M.V. radio, heater and other extras, 30,000 miles, carefully maintained and guaranteed by us.—Campbell Symonds, Perthvale 4456. [C1037]

1947 Daimler 2½-litre saloons, low mileages, works maintained, choice of two from £770, at the Daimler Lanchester specialists.—Coventry Motor Mart, Ltd., Car Sales & Service Division, London Rd., Coventry. Tel. 2146. [3866]

ROYS offer: 1938 Daimler 2-litre saloon, reconditioned engine, new selector box, etc., just fitted at cost of £250, faultless condition throughout; £375; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 9894. [C3059]

1951 Daimler Consort saloon, black with brown leather; heater; an immaculate and outstanding one-owner car; delightful performance, in impeccable condition; thoroughly recommended with written guarantee.—Terminex, exchanges—R. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

1245cns.—Daimler 1951 2½-litre Consort saloon, duo brown, leather, heater, preslector, one very careful owner, 7,900 miles only, good tyres, original spare unused, nearly new condition, cost £2,148; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LIMOUSINE, 1937 EL/24, partition, leather throughout, widest occasional, black, desirable condition, bargain value.—Alpe & Saunders, Providence Court, North Audley St. Mayfair-2941. [C1006]

Daimler Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Daimler—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3 [W4001]

7-PASSENGER 1937/38/39 privately owned 24hp Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Daimler Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

H. F. EDWARDS urgently require good Daimler for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9450. [W2001]

Daimler Spares and Service

PRESLECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0145]

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7 Western 4541 [6145]

ARCOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0286/R]

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kiddemaster Rd., Croydon 5775. [0688]

ALLEN'S Victoria Rise Clapham, S.W.4 Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Maccanay 6252-4 and 4199 [0460/R]

DARRACQ

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

DELAGE

BROOKLANDS.—Individuality, new and used cars.

1951 series Delage D6 saloon, body by Letourneur Delahaye sedans coupe, 500 miles only, at greatly reduced price of 2,100cns.—82, Park St., W.1. [0659/R]

103, New Bond St., London, W.1. Mayfair 8351-6 [C1029]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Delage Spares and Service

SELBORNE, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R]

DELAHAYE

SELBORNE, sole concessionaires, offer almost new 1935 Delahaye sedans coupe, 500 miles only, at greatly reduced price of 2,100cns.—82, Park St., W.1. [3447]

Delahaye Spares and Service

SELBORNE, World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R]

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—35-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R]

1951 Dellow 2-seater sports, mileage 3,500 only; taxed to December 1953, colour red/beige upholstery (not used for competition purposes); price £450.—Heard Brothers, Bideford, Devon. Tel. 470. [3619]

D.K.W.

CHOICE of 2 D.K.W. cars, available in very nice condition.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6677. [0016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction Bat. 0871. [0066/R]

Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Harefield, Essex. Tel. 59474/5737. [0182/R]

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R]

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS. Ltd. always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R]

1937 Fiat 500; £185.—Below.

1939 Fiat 500; £250.—S. & S. Motors, Bayswater 1644 [3765]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

500 model 1939 2-seats; choice of three.—Fox & Nicholl Ltd, Derwent 1122 [C2013]

£200.—Fiat 500 1938 convertible coupe, 2-colour blue, excellent condition.—Rillie, Milborne Port, Sherborne, Dorset. [3834]

1952 1100cns saloon, low mileage, showroom condition; 1948 500 coupe, low mileage.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5731. [C3061]

295cns.—Fiat 1500, late 1938, 4-door pillarless saloon, black fawn leather, 1978, oversize tyres, unused spare, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

225cns.—Fiat 500, 1938 model convertible coupe, sunmetal, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

1938 (August) Fiat 500, overhauled, duo colour, well above average, £220.—34, Percy Rd., Hampton-on-Thames 4285. (1938)

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used Fiat cars and always carry a very large selection of guaranteed models in stock at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., 1949 (reg. 1951) 500B only Belvedere, Italian-bodied station wagon, re-collared beige, very smart and rare car with outstanding road performance, 3 months' guarantee; £475.—Below.

MAYFAIR GARAGES, Ltd., 1947 (reg. 1950) post-war Fiat 2nd series de luxe r/h drive convertible coupe, 500 green, reconditioned engine, 3 months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd., (July) 1939 500 2nd series de luxe full 4-seater convertible saloon, silver, specially equipped, smart and economical family car, in outstanding condition throughout, 3 months' guarantee; £345.—Below.

MAYFAIR GARAGES, Ltd., (April), 1939 500 2nd series supercharged de luxe convertible coupe, black, Arnott blower, very smart car with incredible road performance, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd., (December), 1939 (40 model) 1100 508 4-door pillarless sun-roof saloon, blue, grey hide, first-class condition throughout, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd., 1938 model 500 de luxe convertible coupe, maroon, excellent condition with outstanding road performance, 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd., 1938 500 de luxe fixed head coupe, grey, excellent condition throughout, 3 months' guarantee; £275.—Below.

MAYFAIR GARAGES, Ltd., 1937 500 convertible coupe, maroon, powerful and economical engine, serviceable condition throughout; £225.—Below.

MAYFAIR GARAGES, Ltd., send for illustrated literature, price list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. (C3009)

Fiat Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. (0695/R)

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Kaling 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. (W3061)

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd. 65, Lowlands Rd., Harrow. Byron 6028. (0525/R)

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. (0136/R)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. (0609/R)

FIAT 500, 1100, 1500, spares, repairs, reconditioned exchange units, starters, dynamos, radiators, bench-tested engines, new S.U. carburettor conversions, Delco-Remy and Scintilla distributors, spare wheel covers, luggage grids.—Derrington, 159-161, London Rd., Kingston 5621-2. (S1071)

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridges's clock), W.1. Tel. May. 3104-5. Open 9-6. Sats. 9-12. (0632/R)

FORD (8 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. **1949** Ford 8hp Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (3042)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald Mdx. (Opp. Bus Depot). (0099/R)

W J. BROWN, Ltd., used Ford specialists.

1952 (April) Ford Anglia saloon, black, beige upholstery, one owner, like new; £455.

W J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1951 Ford Anglia saloon, green with loose covers, careful mileage; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1947 Ford Anglia saloon, black, radio, reconditioned engine recently fitted; £335.

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6062. (C3004)

FORD (8 h.p.)

1946 Anglia, black, brown interior, replacement engine fitted and new tyres; £325.

TIMMS MOTORS, Colindale Rd., Upper Richmond Rd. S.W.15. Tel. Putney 5595. (C4030)

1951 Ford Anglia, excellent condition throughout, taxed; £385.—91, Garratt Lane, Wandsworth S.W.18. Battersea 5770. (C4062)

1953 (May) Ford Anglia, black, works mileage, £490.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063/1)

1947 Anglia, black, one owner; £355.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1939 Ford 8 saloon, black, fair condition, taxed December; £175; consider £85 down.—7, Radcliffe Rd., Croydon 1503 (evenings). (C2041)

1952 (April) Ford 8 saloon, black, 4,700 miles, taxed; £465.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. (C4029)

1950 Ford Anglia, black with red interior, reconditioned engine fitted, excellent condition; £398.—Robbins, East Putney, Tel. 4581. (C5010)

1938 reconditioned engine, good tyres, loose covers, £199 (terms).—Great Western Motors, Ltd., 6, Bishopbridge Rd., W.2. Ambassador 1061. (S966)

1949 Ford 8 Anglia saloon, one owner, taxed year, in excellent condition throughout; £365.—Northways Garage, Swiss Cottage, N.W.3. (C3026)

1951 Ford Anglia, export model, 10hp engine, 12,000 miles, one owner, beige with fawn interior, excellent order; £350.—Haskins, Ladbroke 1155. (C3027)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A and B-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578/R)

95 gns.—Ford 8, 1936 model 4-door saloon, black, taxed; terms, exchanges; list; open week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£222!!—1938 Ford 8 de luxe saloon, spotless body, work, excellent interior, the finest we have had; also choice 5 other Fords from £165; 3 months' guarantee; hire purchase; exchanges.

L. AMES, Finchley Showrooms, 421/423 High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

PRIDE & CLARKE, Ltd., 1949 Ford Anglia saloons, black/green, beige/brown or black/red leather, one owner; choice three from £339; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Ford Eight Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (0172/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD 8/10 urgently wanted, 1938-40 model, good price for good car.—Harrow 1439. (W1094)

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. **1947** Ford 10hp Prefect saloon, black and leather, ready for immediate delivery.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 Ford Prefect 4-door saloon, radio and heater, one owner, 9,000 miles; 549gns.

HIRE purchase terms on the spot with no references, no formalities or guarantor; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

GATEHOUSE offer:—

1951 Ford Prefect, black, 9,000 miles, one owner; £495.

1949 Ford Prefect black one owner, 21,000 miles; £435.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (C2021)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow Weald Middlesex (opp. Bus Depot). (0100/R)

ELITE MOTORS offer:—

1947 Ford Prefect 4-door saloon, black/red leather interior, faultless mechanical condition, very attractive appearance; £595, choice of 6 other Fords.

ELITE MOTORS, 951-951, Garratt Lane Twickenham Broadway, Tel. Balham 2474 (10 lines). (C2035)

FORD (10 h.p.)

H BEART & Co., Ltd., offer:—

1951 (Oct.) Ford Prefect de luxe saloon, one owner, genuine mileage only 9,000 and like brand new throughout.—102, London Rd., Kingston-on-Thames. Tel. 3348. (C1081)

KAR SALES OF SOUTH HARROW offer:—

1951 Ford Prefect, low mileage, one owner; £445. —50/56, Northolt Rd., South Harrow. Byron (C2059)

W. J. BROWN, Ltd., used Ford specialists.

1952 (April) Ford Prefect saloon, green, brown leather, 11,000 miles, one owner, taxed year, £525.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1950 Ford 10; also 1949 similar.—Autowork, Ltd., Winchester, Tel. 4854. (C1019)

1952 Ford Prefect saloon, fawn, with heater, one owner, low mileage, £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

1938 model Ford 10 4-door saloon, one owner, re-collared, reconditioned engine; £225, below.

1950 —Ac of Spades, Great West Rd., Hounslow 5476 (Osterley Stn. Tube). (C2050)

1952 Prefect saloon, black with brown leather, one owner car, as new throughout; £555.—Below.

1949 Ford Prefect, black/red leather, 5,000 miles, recon. engine, extremely good condition; £475.—Robbins, East Putney, Tel. 4581. (C5010)

1949 Prefect saloon, leather, low mileage, immaculate, taxed; £465.—7, Shirehall Close, Hendon 1903. (S958)

1947 Ford Prefect, black leather, taxed, excellent condition; £365.—Avery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. 7345. (S1874)

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect, colour black leather, fitted loose covers, one careful owner, low mileage, excellent throughout; £495.

1947 Ford Prefect saloon, colour black, reconditioned engine recently fitted, Philco radio, excellent example of this popular model; £345.—39, Gt. Portland St., W.1. Lan. 1543. (C4013)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A and B-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0578/R)

395 gns.—Ford Prefect, October 1948 saloon, black, good tyres, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3068)

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloon, grey/brown leather, 1,000 miles, £559; 1950 black/brown leather, one owner, low mileage, £449; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

KENT 1948 (September) Ford Prefect saloon, a quite outstanding and immaculate example, black with brown leather, thoroughly recommended and offered with written guarantee; at the attractive price of £595, terms, exchanges.—H. F. Edwards, 19, Sembrook Rd., Hythe Kent, Tel. 67311. (C2059)

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434 (0174/R)

1952-3 Prefects urgently required; maximum prices paid.—Wanlow 2645. (W2057)

MARSTON MOTOR CO., Ltd., for your Ford 10—Tel. 35a 8000, Seven Sisters Rd., Tottenham, N.15. (0179/R)

£475 cash waiting for best Ford 10 or similar car offered.—54, Stanham Hill, S.W.2. Tube Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

FORD CONSUL

CAR MART, Ltd.

1951 Ford Consul saloon, radio, heater, 15,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1059)

J. DAVY, of Ken. 1108 and Wes. 9641.

£725—1953 Consul, hide, heater, immaculate. (C1969)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1951 (Oct.) Consul saloon, leather upholstery, heater and radio; £675.

HIGH ST, Wandsworth S.W.18. Tel. Vandyke 4455 (5 lines). (S187)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Ford Consul, fitted radio, heater, h.d. as new; £650.—Watford Way Hendon Central N.W.4. Tel. Hendon 8094-5. (C2054)

DAENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul, beige, radio, heater; £745.

1951 Ford Consul, green, radio, heater; £725.

56, Park Lane, W.1 (Regent 4366). 374, E. 5d, Alport, Middx (Perivale 5588), and 8 & 13, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (C1966)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1952 Consul saloon, radio and heater, 6,000 miles; £785.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 Temple Bar 5568. (C1027)

1952 Ford Consul, green/beige leather, heater, covers, 5,000 miles only; £785.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4056)

1952 (Dec.) Ford Consul, radio and heater, low mileage, as brand new; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1953 Ford Consul, leather, heater, many extras, black/red, 5,900 miles, taxed year; £795.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (3650)

Ford Consul Cars Wanted

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

FORD Consul required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 2523. (W1040)

WHY accept less for your Ford Consul saloon when you get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2233. (W2006)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD ZEPHYR

CAR MART, Ltd.

1951 Ford Zephyr saloon, radio, heater, guaranteed; £695.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1039)

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Zephyr saloon, black with red leather upholstery, radio and heater recorded mileage 11,500; £795. (C2027)

836—842, High Rd., N.12. Hillside 0024. (C2027)

WARWICK WRIGHT, Ltd., offer:—

1951-2 Ford Zephyr saloons, dark green, radio and heater, 4,000/9,000 miles, from £795. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

J. DAVY, of Ken. 1108 and Wes. 9641.

1700 miles.—1953 Zephyr, heater; £895. (C1069)

DAGENHAM MOTORS Ltd., Ford main dealers.

1951 Ford Zephyr, green, radio, heater; £795.

56—Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx (Perivale 3588); and 8 & 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (C1066)

1953 Ford Zephyr saloon, grey with red upholstery, 6,000 miles; £875. (C4056)

R. O. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. (C4056)

1951 Ford Zephyr, 17,000 miles, one owner; £750.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1953 Ford Zephyr saloon, leather, heater, radio, 250 miles.—Green & Zonis, Ltd., 246/52, Deansgate, Manchester, 3. Tel. Deansgate 3325. (C4028)

1951 Ford Zephyr, fitted with radio, heater, leather upholstery, taxed, green, 10,000 miles, 3 months' guarantee; £795.—Erskine Motors, 72-82, Stoke Rd., Gosport. Tel. 89141-2. (3655)

Ford Zephyr Cars Wanted

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD (V.8)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. (W3042/R)

1949 Ford Pilot saloon, black, leather, loose covers, spot lamps, link mats and other extras, carefully maintained car. (C1066)

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged. (C1066)

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. (C3042)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Pilot, black, radio, heater; £525.

56—Park Lane, W.1 (Regent 4866), 374, Ealing Rd., Alperton, Middx (Perivale 3588); and 8 & 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (C1066)

FORD V.8 91A saloon 1939, black, with brown leather, very good runner, quite clean; £195, terms or exchange.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2565. (3671)

FORD Pilot 1950 saloon, very good condition; written guarantee; £355.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. (W4024)

FIRST registered 1948 Ford V.8 4-door de luxe saloon, column gear change, excellent condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. (C2043)

FORD (V.8)

£135.—Ford drop head coupe, 14.9, fitted 30hp engine in exceptional condition throughout; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1950 (Oct.) Ford Pilot saloon, black, radio and heater, leather, one owner, immaculate condition; £550; exchanges, terms.—Palmer, 53, York St., Twickenham. Popesgrove 1890/7087. (C3034)

395 gns.—Ford V.8 Pilot, 1949 saloon, beige, beige leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£295!!! Model 91A Ford V.8 6-seater touring saloon, 1939, in dark blue with real leather interior, an outstanding specimen, privately owned since new, reconditioned engine November last year, tyres excellent, Clayton heater, headlights, etc. (C4018)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1949 Ford V.8 Pilot saloon, black with brown leather upholstery, full equipment, heater, radio, Jackall built-in jacks, etc., 36,000 miles, absolutely first-class throughout, taxed, £450.—Charles Sawyer (Motors), Ltd., 75, Bath St., Rugby. Tel. 4367. (3794)

FORD V.8 50hp fixed head 2-seater coupe with dicker, new engine, clutch, dynamo, starter and complete distributor, Rotoflo shock absorbers, windscreen washers, two pairs of horns, Marchal headlamps, Notek spot lamp, first registered 1957, body, wings, paint and tyres excellent, spare engine and distributor, £150.—Clayton, 6, Two Oaks, Monument Hill, Weybridge, Surrey. Weybridge 4326. (3887)

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. (C1039)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

UTILITY—FORD OR OTHER BODIES

W. J. BROWN, Ltd., Used Ford Specialists.

1951 (May) Martin Walter 8hp Ford Utleuton, begie, 23,000 miles, one owner, taxed year, in beautiful condition; £395. (C1025)

W. J. BROWN, Ltd., Established over 30 years.

339—Finchley Rd., N.W.3. Hampstead 4414. (C1025)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

AMERICAN FORD

METCALFE & MUNDY, Ltd.

1951 Ford Custom super de luxe saloon, grey, heater and radio winking indicators, 50,000 miles, one owner, absolutely brand new. (C3094)

METCALFE & MUNDY, Ltd., 280 Old Brompton Rd., S.W.5. Fremantle 5471. (C3094)

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 40 West Rd., Brentford, Tel. Ealing 4506-9. (0749/R)

AMERICAN FORD V.8 Customs (registered May 1951) 4-door saloon, black, radio and heater low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

Ford Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (W3042/R)

SLOCUMBERS, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—58-52, Dudden Hill Lane, N.W.10. (W4017)

FORDS wanted.—Smith's, 88, Chalk Farm Rd., N.W.1. Gul. 2767. (0823/R)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton Stafford, Milford 293. (0805/R)

FORD in good condition for cash.—Tel. Valentine 2098 or 4674. (W2013)

LOW mileage Ford cars wanted.—R. S. Currie & Co., Ltd., 105 Westbourne Grove W.2. Bayswater 0085. (W1065)

£700/£750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

H. F. EDWARDS urgently require good Ford for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service. (0228)

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0228)

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfo recondition engines, 8, 10 and 50hp always available from stock. (0406/R)

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). (0514/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. (0095/R)

GUARANTEED, reconditioned starters, 8hp £5.4, 10hp £5.11/4, dynamos, £4/15; despatched c.o.d. on receipt of old unit.—A.E.S., 11, St. Mary's Gate, Rotherham. (1502)

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 68, High St., East Ham, E.6. Grangeview 1150. (C3062/R)

FRAZER NASH

FRAZER-NASH CARS offer:—

A Mile Miglia Mark II model which is a virtually new car, total mileage 6,068, one careful owner, used ordinary touring only, many extra fittings, colour special metallic dark red, brown leather, price £2,575. (C2015/I)

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011). (C2015/I)

Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.

PERFORMANCE CARE—Good selection always available, written guarantee.—See under "Sports Cars". (C3041/R)

BARTLETT.—Fraser Nash-B.M.W. 1939 327/80 coupe, £2495; Fraser Nash-B.M.W. very special 328 saloon, £550; Fraser Nash-B.M.W. 1939 321 saloon, £350.—27a, Pembridge Villas, W.11. (C1013)

395 gns.—Fraser Nash-B.M.W. 1939 model 2-litre type 326 4-door sports saloon, grey, brown leather, twin passalights, oil coil, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Fraser Nash-B.M.W. 1936 2-litre type 55, four-door drop head coupe, green, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

£245.—Fraser Nash-B.M.W. Type 40 1½-litre 2-door sports saloon in outstanding condition throughout, late property of enthusiast, without doubt the finest example available; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1946 (registered) type 328, 2-seater sports, engine specially tuned, fitted S.U. carburetors, Scintilla-Vortex, oil radiator and filter, special chromium exhaust manifold, extra petrol pumps, special bodywork and upholstery with fitted luggage trunk for boot, all-weather equipment, never raced, total mileage 25,000; price £775. (C2015)

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011). (C2015)

Fraser Nash-B.M.W. Cars Wanted

BARTLETT will pay more for Fraser Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. (W1013)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

327 Fraser Nash-B.M.W., required condition immediate, material buyers for reasonable price or 1947 Citroen offered in exchange.—24, Park Hill, Birmingham, 15. South 1215 (3161)

HEALEY

BROOKLANDS, Sole Concessionaires Healey.

STILL the world's fastest 4-seater saloon; new saloon coupe and convertible 3-str.; delivery from stock.

1952 Healey Tickford saloon, 9,600 miles, heater

1951 Healey Tickford saloon, one owner, radio

1951 (first reg.) Healey open sports 4-str.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair R351-6. (C1029)

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1952/3 Healey Tickford saloon, F type chassis, bronze, red leather, heater, radio, one owner since new, in superb order throughout, as new; £1,495. (C1001)

1951 Healey Abbott drop head coupe, maroon and champagne, beige hood, beige leather upholstery, radio, heater, low mileage, one fastidious owner; immaculate; £1,250. (C1001)

BARTLETT.—Healey 1948 Duncan saloon, wireless, B heater, etc.; £725.—27a, Pembridge Villas, W.11. (C1015)

1950 Healey Silverstone, mileage 8,000, one owner, in excellent condition.—Anthony Crook Motors, Ltd., Caterham 2332. (C1063)

1948 Healey Duncan saloon; £695.—Clayton's Cars (London), Ltd., 337, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). (C1050)

1948/9 Healey 2½ Duncan 100mph 2-seater, guaranteed; £495; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

JACK ROSE, Ltd., offer: 1950 Healey Silverstone Type E, radio and heater and extras, new appearance throughout; £795.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

Healey Cars Wanted

PURCHASE Healey—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (W4001)

BARTLETT,—Healey Elliott saloon urgently required, 27a, Pembroke Villas, W.11. (W1013)

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. (W2018)

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W5045)

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford Middlesex, Ealing 8941; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 4872, urgently require Healey cars, all models. (W1001)

HILLMAN 10

SCOTT CARS offer:—

1952 Hillman Minx drop head coupe, heater, immaculate, £650. (W4001)

SCOTT CARS, 347, Finchley Rd., London N.W.3. Hampstead 2100/8676. (C4016)

H.W. MOTORS, Ltd., offer:—

1952 Hillman Minx saloon, finished dove grey with brown leather upholstery, this car has only covered a low initial mileage and is in new condition; £695.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. (C2042)

KAR SALES OF EGHAM offer:—

1947 Hillman drop head coupe, immaculate; £425.—High St., Egham 3151/2. (C2056A)

CHARLES POLLETT, Ltd., offer:—

1951 Hillman Minx sal., black, red interior, one owner, regularly serviced and carefully driven; £615. (W4001)

18, Berkeley St., W.1. Mayfair 6266. (C2042)

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2020)

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, blue, 4,000 miles; £645. (W4001)

1950 Hillman Minx Mark IV saloon, black, 14,000 miles; £595. (W4001)

1952 Hillman Minx Mark V saloon, black, 5,000 miles; £715. (W4001)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

SLOCUMBER, Ltd., Willesden 4869. (W4001)

1948 Phase II Hillman Minx in very fine order throughout, with very comprehensive guarantee; £465 cash or terms if desired; we welcome part exchanges, cars or motor cycles; we close at 7.30 p.m. (Saturday 6 p.m.). Write call or tel.—Slocumbers, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

1949 Hillman Minx Phase III saloon, fawn; £525. (W4001)

E. D. ABBOTT, Ltd., Farnham, Surrey. Tel. 6282. (S3902)

1947 Hillman Minx drophead coupe, blue/blue leather; £395. (W4001)

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4055)

1951 saloon, fawn, perfect condition; £580.—Ardayan, Sandy Lane, Kingswood, Surrey. Mogador 2049. (W3758)

1952 Hillman Minx convertible, 10,000 miles; £685.—C. A. Peto Ltd., 42, North Audley St., W.1. May 3051. (C3043)

£295—1939 Hillman Minx de luxe saloon, in excellent condition throughout; 3 months' guarantee; hire purchase, exchanges. (W4001)

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1939 Hillman Minx 4-door saloon, black very good condition throughout; £265.—C.A.P. Motors, 130, Clapham Rd., Blandford 2895-6. (C1058)

1939 Hillman Minx de luxe saloon, in superb condition for age, taxed; £275.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

HILLMAN Minx, 1948, 19,000 miles, black cellulose immaculate, interior spotlessly clean; £455.—Carr Bros. Garages, Ltd., Purley, Surrey, Uplands 4812. (C1041)

1953 Hillman Minx New Look Mk. VI saloon, 500 miles; £775.—Sydney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

1952 Hillman Minx convertible, 6,000 miles, blue; £675.—Modern Service (Wimbledon), Ltd., High St. Wimbledon, S.W.19. Wimbledon 5155. (C3014)

HILLMAN Minx Mark IV 1951 saloon, grey, red leather, heater, exceptionally good condition; £595.—Reardmore, 26, Queensway, W.2. Baywater 0156. (C1015)

£445—Hillman Minx estate car, original condition throughout and looks barely used.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. (C5025)

HILLMAN 10

1953 very latest model Minx saloon, blue, 1,000 miles; trade and part exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C5016)

£555—Hillman 1950 (September) Mark IV saloon, radio and car heater, taxed year, bargain.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. (S3960)

1940 Minx saloon, £145 recondition just completed by 448 recellulose, new engine, new tyres, new battery.—Speedsters, Ltd., Morley 628. (See Sports Car column.) (C4020)

1952 Minx saloon, sea green, 8,800 miles, immaculate, £725 or near offer; seen between 10 a.m. and 5 p.m.—Hills Garage, 3 & 5, Ennismore Mews, S.W.7. Kensington 4020. (S3788)

595 ens.—Hillman Minx, 1950 (registered 1951), phase IV saloon, grey, red upholstery, radio, heater, one careful owner, small mileage, unworn tyres, exceptional condition, terms, exchanges.—Rowland Smith, below. (C4018)

295 ens.—Hillman Minx, late 1941 de luxe saloon, black sliding head, blue leather, good tyres, excellent condition, taxed; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1951 Hillman Minx, 10,000 miles only, black with brown leather, one owner, taxed, as new, spare unused; £645; three months' written guarantee.—Chain Garage (Sales), Ltd., Ranger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. (C1043)

PRIDE & CLARKE, Ltd.—1952 Hillman Ph. V convertible, black/beige leather, 7,000 miles, heater, £699; 1949 saloons, green/grey, dove grey/red, grey/brown or black/brown leather, all low mileage, one owner, heater; choice four from £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

HILLMAN 11

HILLMAN de luxe, repainted, new engine, tyres; £210.—4a, Upper Green East, Mitcham. (S3946)

1939 Hillman 14 saloon, factory reconditioned engine 1950, repainted 1951, wireless; £270.—Fevensaks 5108. (S3929)

1940 (July) 14hp saloon, black, excellent condition; £325.—Jack Olding & Co., 8-10, North Audley St., W.1. Mayfair 5242-3-4. (C5030)

HILLMAN MISCELLANEOUS

1938 Hillman d.h. coupe, surprising order; £265.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

Hillman Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434 (0871/R

R **ROWLAND SMITH'S**, The Car Buyers, Highest cash prices for Hillman—Hampstead (Tube) N.W.3. Ham. 6041. (W4019/R

R **ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0109/R

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R **ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0109/R

Hillman Cars Wanted

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 8. (0988/R

WHY accept less for your Hillman Minx (1948 preferred) or Estate car, when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2251. (W2009)

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham, Tel. 46341. (0552/R

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures 1st. good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (0247

LONDON & COUNTRIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1143. (0076/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. (0720/R

G **GEARS**, parts.—Reconditioned guaranteed gear boxes, shock absorbers, repairs.—W. Winchester Mews, N.W.3. Prim. 2647. (0261

BARKING—For full stocks of spares and genuine service for Hillman owners come to Anion Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. (0438/R

HISPANO-SUIZA

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

HOTCHKISS

BARTLETT—Hotchkiss 90mph Paris-Nice sports saloon, recently reconditioned; £325.—27a, Pembroke Villas, W.11. (C1013)

1950 (registered late '49) Paris-Nice Anion saloon, one titled owner, Catal gears, 27,000 miles, magnificent car in superb order; £745.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C5045)

Hotchkiss Cars Wanted

HOTCHKISS sports wanted.—Full particulars to Dorndorf, Kirkubbin, Northern Ireland. (S3940)

H.R.G. Cars Wanted

WANTED, good H.R.G.—Bailey, 38, Mount Pleasant, Tunbridge Wells, Tel. 1951. (S3935)

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266. (W4001)

SPARE parts: **SERVICE**, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R

HUDSON

DICKS, **HUDSON** 23hp drop head coupe, much above average for year; £150. (S3940)

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6989-9. (C1072)

TAYLOR & CRAWLEY offer:—

1949 Hudson Commodore, 6-cylinder, right-hand drive sedan, black, radio, heater and covers, 26,000 miles only; £1,125. (S3940)

1939 Hudson 17hp club coupe, black/brown leather, radio, complete engine overhaul, very nice car; £375. (S3940)

48 Kensington Court, W.8. Western 6015. (C4050)

GUY ALFREDS & Co., Ltd.—1949 16.9 Hudson, also 22hp, both above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

HUDSON 29 Country Club saloon, 1940, steering column change, excellent runner; £100 down.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490. (C1044)

£295—1939 Hudson 22hp drop head four-seater coupe, excellent runner; £100 down.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490. (C1044)

£295—Magnificent Hudson 17hp de luxe saloon, this vehicle looks and runs so beautifully no one would believe this vehicle could be 14 years old, excellent throughout, large economical 6-seater, 3 months' guarantee, hire purchase, exchanges. (W4001)

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) (C2052)

£745—High-hand drive Hudson Commodore Six super de luxe touring saloon, very late 1947, fitted with fully reconditioned engine and comprehensively overhauled less than three months ago (bills for nearly £150 available), superbly styled 6-seater bodywork, full mouth-organ front, special Godoyear Airfoam upholstery in blue broadcloth with wide leather trimmings, built-in radio, flashing traffic indicators, fog and pass lights, etc., magnificent suspension which makes light of the roughest roads, general mechanical condition definitely of the very highest order, performance amazingly economical. (W4001)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1045)

Hudson Spares and Service

MANCHESTER—Hudson spares and repairers

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (0681/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hudson Spares and Service
MANCHESTER—Distributors of Hudson cars: large stocks of spares; repairs and overhauls.—Ardwick 4561-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. (0516/R)

GEARS, parts—Reconditioned guaranteed gear boxes, suspension, shock absorbers, repairs.—10, Winchester Mews, N.W.5. Prim. 2647. (0455)

SPINKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number—93-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7. Telegrams: Spinkins, Twickenham. (0568/R)

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 5,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (C1039)

R. F. FUGGLE, Ltd.

1951 Humber Super Snipe saloon, one owner, 25,000 miles (genuine), fitted heater and radio; this very excellent and carefully used car offered at £865.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

TOM GARNER, Ltd., offer:—

1950 Humber Pullman Mark II 7-passenger limousine, maroon with brown leather throughout, heater, radio, 21,000 miles; £1,245.

1952 Humber Pullman Mark III 7-passenger limousine, black with leather and cloth upholstery, heater, 2,000 miles only; £1,795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Hawk saloon, black, heater, 5,000 miles; £950.

1952 Humber Super Snipe saloon, steel grey, 7,000 miles; £1,195.

1951 Humber Imperial saloon, heater, dark green, 8,000 miles; £1,395.

1952 Humber Hawk saloon, black, heater, 8,000 miles; £1,025.

1952 Humber Hawk touring limousine, black, radio and heater, 17,000 miles; £1,025.

1951 (Dec.) Humber Super Snipe saloon, black, radio and heater, 4,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C3405)

KAR SALES OF SOUTH HARROW offer:—

HUMBER Super Snipe, 1949/50, perfect throughout; £595—50/56, Northolt Rd., South Harrow, Byron 5544. (C2056)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 50 Humber Super Snipe saloon metallic grey radio, excellent condition, one owner; £675.

MARLBOROUGH WORKS Kenton, Tel. Wordsworth 5856 and 3658. (C1008)

1952 (Feb.) Humber Hawk, 6,000 miles.—Weybridge 600. (C3023)

1947 Humber Snipe saloon, genuine 29,000 since new, radio, taxed year; £465.

RIPCO, Ltd. (Humbers purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952-4. (C3052)

1948 Hawk, grey, one owner, 36,000, covers, heater; £500.—Munn, 161, Castle St., Portchester. (3441)

1950 Humber Hawk saloon, dark green, brown leather, heater, radio, pass light, extremely smart; £675.

W. J. BROWN, Ltd., established over 50 years.

339 Finchley Rd., N.W.5. Hampstead 4414. (C1025)

1947 Humber Hawk saloon, fitted reconditioned engine, in good condition throughout, heater, taxed; £375.

COLE'S GARAGES, Ltd., 42, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. (C1054)

1950 Humber Hawk 14hp, black, immaculate condition, radio, heater; £725, no offers.—Sheridan, The Marrians, Epsom. (3812)

1953 Humber Hawk saloon, in gun, red leather, heater latest type fitted, licensed Dec. 31, 1953; 5,000 miles only; £1,025.

McKINNON MOTORS, Ltd., Langham House, 3 Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

1946 Humber Hawk saloon, very well kept car; £445.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

HUMBER Hawk, 1951, black/red leather, 15,000 miles, faultless throughout; £795.—Carr Bros. Garages, Ltd., Purley, Surrey, Uplands 4812. (C1041)

1950 Humber Imperial, £1,095.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

£555!!!—1948 Humber Hawk saloon de luxe, in excellent and spotless condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMB'S, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2022)

1951 Hawk saloon, s/roof, heater, black, loose covers, excellent condition; £750.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

HUMBER

1947 Humber Hawk saloon, in nice condition, reconditioned engine unit; £450.—Gordon Wooderson, 48a, Drestwell Rd., S.W.18. Tel. Streatham 8638. (C4059)

1949 Humber Super Snipe, green, fawn leather, radio and heater, new tyres, taxed year, excellent condition; £585.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1262. (C1078)

GUY ALFRED & Co. Ltd.—1952 Humber Country limousine, electric division, owner ex chauffeur driven, negligible mileage, as new.—6-7, Warren St., W.1. Euston 3268. (C1005)

JACK ROSE, Ltd., offer: 1953 Humber Hawk saloon with heater and extras, absolutely as brand new; accept £1,075.—Staford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

£199—1957 Humber Snipe 27hp de luxe saloon, black, beautiful red hide interior, in outstanding condition throughout; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1952 Humber Pullman Tickford de luxe estate vehicle, 13,000 miles, green/natural, one owner, radio, heater, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (C4029)

HUMBER Hawk 1952 saloon, 10,000 miles, mist green, quite indistinguishable from new; written guarantee; £975.—Swanmore Garage, 1170-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. (C4024)

195 gns.—Humber 18, 1937 (registered 1938) saloon with division, black, sliding head, fawn leather, IFS, carefully used, excellent condition; terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950 (May) Humber Super Snipe utility (factory built), 8/9-seater, 4 doors, radio, extras, 21,000 miles, five overnight tyres like new; direct from original owner; listed £1,600; price £795.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. Fin. 0052-53 (junction North Circular cross-roads). (C4065)

£1345!!!—A very special Humber Pullman Phase II limousine, actually owned and maintained by the makers themselves and fitted with the 1953 ohv Mark IV Blue Riband engine (see "Motor" editorial 13.5.53); this car is also fitted with the Mark IV 1953 gear box and front suspensions with the special heater in rear compartment and additional heater at front, with remote controlled press-button radio and every possible refinement; as one would expect, this car is in exceptional condition and is to all intents and purposes the very latest Pullman model; six other Pullmans in stock, 1938-1951, from £375.

£435!!!—Humber Super Snipe saloon, late 1946, black/brown leather, outstanding condition all round, privately owned, moderate mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1085)

LIMOUSINE, 1950/51, partition, forward occasional, leather throughout, radio, heater, low mileage, selection from £1145. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Humber Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. (0872/R)

R **ROOTES, Ltd.**

D **DISTRIBUTORS.**

R **REQUIRE** modern low-mileage Humber cars.

B **BIRMINGHAM**—Lower Temple St. (Central 8411.)

M **MANCHESTER**—129, Deansgate. (Blackfriars 6677.)

M **MAIDSTONE**—(Maidstone 5353.)

C **CANTERBURY**—(Canterbury 3252.)

R **ROCHESTER**—(Chatham 2231.)

W **WROTHAM Heath**—(Borough Green 4.)

R **ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (0106/R)

R **ROWLAND SMITH'S, The Car Buyers**—Highest cash R prices for Humber.—Hampstead (Tube). N.W.5. Ham. 6041. (W4018/R)

HUMBER in good condition for cash.—Tel. Valentine 2099 or 4674. (W220/R)

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (W3034/R)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 295. (0810/R)

PRIVATELY owned Hawk or Super Snipe—5, Brax Court, Kingston Hill, Surrey. Tulse Hill 277. (W2087)

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. (0350/R)

7-PASSENGER 1950/1/2 Limousine and Imperial Saloons, also Private 1938/39 Limousine required immediately cash waiting Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

BIRMINGHAM and Midlands—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0086/R)

Humber Cars Wanted

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. (0553/R)

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A Engineering, 55, Grant Rd., Addiscombe 2931. (0780/R)

THE Humber Specialists for all spares.—Ring Uplands 5837. See advt. under Parts & Accessories. (0398/R)

GEARS, parts—Reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.5. Prim. 2647. (0578)

INVICTA

1946 Invicta saloon; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

JAGUAR

H **HENLYS, Ltd.**

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

DICKS

1939 Jaguar 1½-litre saloon, really fine order mechanically; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. (C1072)

ELITE MOTORS offer:—

1940 Jaguar 1½-litre sports saloon, black/brown leather interior, one owner, 1940 to 1951, post-war condition throughout; £395.

1939 (late) Jaguar 1½-litre foursome drop head coupe, superb order, faultless mechanical, coachwork, excellent hood, only wants leasing; £395.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mk. VII, 6,000 miles only, fitted radio, immaculate, grey, red leather; £1,675.

1951 Jaguar XK120, all modifications, immaculate condition, black, £1,075. 65-69, Strenghed Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

SLOCUMBS, Ltd., Willesden 4869.

WE offer a most exceptional 2½-litre saloon, 1938, in black, at £295; this carriage is in really post-war condition and we invite your inspection.

1939 drop head 4-seater, 2½-litre, in 1947 condition, a really smart car; £365.

MR. T. D. DAWE will be pleased to handle your enquiry; we close at 7.30 p.m.—Slocumbs, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

1948 3½-litre Jaguar, £585.—Below.

1947 1½-litre Jaguar, £585; part exchange terms arranged.—King's Auto, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3556. (C2049)

RAYMOND WAY, Seven Kings Branch.

1948 (December) Jaguar 3½-litre saloon, black with brown interior in as new condition, fitted radio, heater, Ace discs, demisters, etc., etc.; nominal mileage; all new tyres, snap 5499s.

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY MOTORS, Ltd., 775, High Rd., Seven Kings, Essex. Seven Kings 4066. (3964)

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Jaguar 3½-litre saloon, good condition throughout; going at bargain price of £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

1939 Jaguar 1½ saloon, guaranteed; £285, below.

1939 Jaguar 1½ drop head coupe; £290; payments arranged.—Oldfield, 336, Kensington High St., W.14. Wes. 6631. (C3029)

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

CLAND & TABOR Ltd., Welwyn By-Pass, Herts. Weylyn 451/2, offer—
1952 Jaguar Mark VII saloon, black, beige leather, radio, heater, speedo reading 15,000 miles, as new; £1,695. [C1001]

1939 Jaguar 2½-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

1951 Jaguar Mark V saloon, one owner, heater, outstanding condition throughout; £1,045. [C1045]

RIPCO Ltd. (Jaguars Purchased), 16, Albemarle St. Mayfair, London, W.1. Regent 2952/4. [C3052]

MK VII 1951 saloon offered by private owner, 15,000 miles only; £1,475.—Mr. Cater, Hop. 1563. [C3995]

BEARDS OF KINGSTON, Jaguar specialists, spares, repairs.—102, London Rd., Kingston Tel. Kin. 3548. [C1001/R]

1939 1½-litre silver grey Jaguar coupe, good condition; £300.—Watts, Old Stratford, W.1. Bucks. [C3789]

GUY ALFRED & Co. Ltd.—1946 3½-litre Jaguar, above average condition for its year.—6-7, Warren St., W.1. Euston 3266. [C1005]

1949 3½-litre Jaguar; £595.—Clayton's Cars (London) Ltd., 387, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1]

1952 Jaguar Mark VII; £1,675.—Clayton's Cars (London) Ltd., 387, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1952 (July) Jaguar Mark VII saloon, grey, red interior, heater, 11,000 miles, one owner, an immaculate car; £1,695. [C1095]

W. J. BROWN, Ltd. Established over 40 years. 339 Finchley Rd., N.W.5. Hampstead 3414. [C1025]

1948 Jaguar 1½-litre special equipment saloon, black, very low mileage, faultless condition throughout, 5 months' guarantee; £635. [C1061]

C & W MOTORS Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1938 Jaguar 1½ saloon in excellent condition throughout, good tyres; £295.—91, Garratt Lane, Wandsworth, S.W.18 Battersea 5770. [C4062]

CAMDEN MOTORS—Jaguar Mark VII saloon, 1952 model, 12,000 recorded miles, all extras, radio, heater, loose seat covers, superb specimen; £1,595. [C1050/1]

CAMDEN MOTORS—Jaguar Mark V saloon, 3½-litre model, late 1950, probably the finest we have ever handled, immaculate appearance and in the finest mechanical order, all extras; £945. [C1050/1]

CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1948, full special equipment with radio and discs, faultlessly maintained; £595. [C1050/1]

CAMDEN MOTORS—Jaguar 3½-litre sports saloon, 1947, good history, two owners, bill for recent engine overhaul, all new tyres; £545. [C1050/1]

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1948, fitted radio, heater, screenwash, seat covers, beautiful condition; £595. [C1050/1]

CAMDEN MOTORS—Jaguar 2½-litre sports saloon, 1946, silver-grey, enthusiast owner, expertly maintained mechanically, discs; £495. [C1050/1]

CAMDEN MOTORS—Jaguar 2½-litre saloon, 1939, runs like a post-war model, expensive overhaul last month, immaculate appearance; £395. [C1050/1]

CAMDEN MOTORS—Jaguar 2½-litre saloon, 1937, coachwork resprayed metallic grey January this year, a delightful car to drive, fast with vivid acceleration; £245. [C1050/1]

CAMDEN MOTORS—Jaguar 1½-litre sports saloon, 1945, two owners, recent engine overhaul by distributors, full special equipment, heater, radio; £595. [C1050/1]

CAMDEN MOTORS—Jaguar 1½-litre 14hp sports saloon, 1947, fitted discs and D.R.H. Trimatic radio, lower mileage than average, good all-round condition; £525. [C1050/1]

CAMDEN MOTORS—Jaguar 1½-litre sports saloon, prototype of post-war series, first registered June 1945, moderate total mileage and in extremely good mechanical order; £415. [C1050/1]

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., write for catalogue. [C1055]

1947 3½-litre Jaguar saloon, radio, heater, superb condition, £565.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4571. [C3037]

ROYS offer—1939 Jaguar 1½ sports saloon, good; £525. h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8895. [C3059]

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [C0591/R]

1946 Jaguar 3½-litre black saloon, excellent condition, cloth upholstery, discs, heater, demister, take M.G. 1948 Midget part exchange.—116, Rutland Av., Southend-on-Sea. [C5912]

JAGUAR 3½-litre saloon 1949, mist green, magnificent condition throughout, written guarantee; £645.—Swanmore Garage, 1176-1180, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 43544. [C4024]

1951 Jaguar XK120 sports 2-seater, birch grey, a one-owner car just fitted with factory replacement engine, reconditioned, leather hood, guaranteed under our usual comprehensive guarantee; £1,295. [C4024]

HENLYS Ltd., 1-5, Peter St., Manchester. 2. Tel. B.A. 7943. [C5962]

COMPETITION model 100, 1838 3½, 29.112 miles guaranteed, owned virtually since new by our managing director, quiet speckless, dark Tuscan red, new tyres, new battery, Fram oil coil, specially tuned.—Speedsters, Ltd., Horley 628. (See Sports Car column). [C4020]

JAGUAR

MARK VII Jaguar, coachwork unmarked and finished in silver grey, interior immaculate in blue leather with heater and radio, late 1951, 15,000 miles only, will sell outright for £1,525, or will take XK120 in part exchange.—J. Auty, 60 Warren Drive, Wallasey, Cheshire. [C3914]

645 ens.—Jaguar, 1949 3½-litre sports saloon, black, sliding head, fawn leather, H.M.V. radio, heater, Arc disc, twin passlights, moderate mileage, carefully used, exceptional condition, terms, exchange, list, open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

SENSATIONAL!!!—Private owned 1951 Jaguar XK120 with latest 1953 model, high lift cams, crankshaft damper, light flywheel, heavy duty clutch, twin exhausts, drilled wheels and drums, fadeless brake linings, Life Guard inner tubes, etc., extras, parking, under bonnet and flash lights, windscreen wipers, wind horn, extinguisher, heater, radio, etc., etc.; body specially super finished black and yellow with dividing chrome strip, also wheel arch strips and strakes, chrome detachable luggage grid bumper iron, wing mirrors, tartan loose covers to body etc., many other items too numerous to mention, at a cost of approximately £700 over standard, a really fast dream car, £1,475; consider exchange with small car.—A., 1023, Garratt Lane, S.W.17. Balham 3551. [C3970]

Jaguar Cars Wanted

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1 Grosvenor 3454. [C0875/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube). N.W.5. Ham. 6041. [C4018/R]

G & SALMON AUTOMOBILES
PURCHASE Jaguar.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C0234/R]

SAUL & SLATTER Ltd.—44-46, Aldersman Hill, N.15.
MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [C4002/R]

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [C4018/R]

BARTLETT—Jaguar XK120 urgently required.—27a, Pembroke Villas, W.11. [C4013]

PRIVATELY owned Jaguar.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. [C4037]

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [C4018/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [C0814/R]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [C0180/R]

WANTED, all post-war models of Jaguars.—Bearsmore, 26, Queensway, W.2. Bayswater 0136. [C4015]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221. [C3041]

MODERATE mileage, good condition, post-1947 2½-litre d.h. coupe required for private buyer.—Full details to Gordon White & Co., Ltd., Gerrards Cross 2077, Bucks. [C5827]

OWNER wishes to exchange Riley 2½-litre roadster registered Nov. '49, 12,000 miles, and Sunbeam-Talbot Mark 90 coupe, with heater, registered Nov. '51, 8,000 miles, for Jaguar Mark VII saloon.—Box 7613 [C3900]

Jaguar Spares and Service

HENLYS Ltd.,
ENGLAND'S Largest Jaguar Service Station
GREAT West Rd., Brentford. (Ealing 3477)

SPARES and replacement engines for all models from 1938.
AND at Manchester Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [C0563/R]

SAUL & SLATTER, Ltd., 44-46, Aldersman Hill, N.15.
FULL stock of spares; Jaguar repairs and maintenance.—Service Station; Green Lanes, N.15. Palmers Green 3631-2-3. [C4002/R]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394, (0430/R)

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [C0528/R]

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forts Avenue, Wembley. Arnold 1154-5. [C0719/R]

JEEP

£110 buys a special bargain.—See Metamot famous for 12 conversions.—36B, Beaise Lane, N.W.3. Hampstead 6231. [C0527/R]

JEPS—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service. [C0841/R]

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [C0841/R]

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [C0619]

JEPS!!! Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

JEPS, right or l.h.d. range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampstead Wick, Kingston-on-Thames (4718). [C0520/R]

175 gva Jeep (Ford), registered October 1950, hood and sidecreens, spare wheel, good condition; terms, exchange; list, open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1319. [C0053/R]

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt; all spares stocked; contractors to overseas Governments.—20, Cadogan Lane, London, S.W.1. Sloane 4752, 4728. [C3066]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jeep.—Hampstead (Tube), N.W.5. Ham. 6041. [C4018/R]

Jeeps Spares and Service
100% Jeep firm, all spares by return or over counter, small or large quantities.—Wick Autos. [C0566/R]

JESEN
BROOKLANDS—Individuality, new and used cars.
NEW Jensen Interceptor saloon and cabriolet.
1952 Jensen Interceptor cabriolet, 10,000 miles.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8551-6. [C1029]

JOWETT
C. OF F.
DISTRIBUTORS, Day and night service in Guildford, Woking and Aldershot area.
1949 Javelin; £350.
IMMEDIATE delivery new Javelins.
SALES staff available throughout the week-end.
CLARKE'S OF FIBRIGHT, Surrey.
BROOKWOOD 2201/2. [C1049]

NEWHAMS, Ltd.
1951 Jowett Javelin de luxe saloon, green, one owner; £675.
NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5034]

WARWICK WRIGHT, Ltd. offer:—
1951 (Dec.) Jowett Javelin saloon, maroon, 9,000 miles; £795.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4048]

1952 Jowett Jupiter 2-seater, green; £795.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C3023]

H. M. BENTLEY & PARTNERS, Ltd., offer:—
1952 (July) Javelin saloon, 7,500 miles; £750.
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016]

1952 Jowett Javelin de luxe saloon, one owner, small mileage; £750.
FERRARI'S OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.4. Gladstone 2245. [C2008]

BARTLETT—Jupiter 1952 90mph sports 2-seater, radio, heater, £750.—27a, Pembroke Villas, W.11. [C4013]

1952 Jowett Javelin saloon, one owner, 11,000 miles only, superb condition, 3 months' guarantee; £695.
C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1950 Javelin de luxe, heater, H.M.V. radio, leather upholstery, loose covers, immaculate condition, £595.—Fin. 1599. [C5679]

GODFREYS, Ltd., Jowett main agents, specialised service, spares, repairs and new and used sales; factory-trained mechanics.
GODFREYS, Ltd., 228-234, London Rd., Croydon, Cto. 3641-2. [C0463/R]

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [C0422/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1952 Jowett Javelin saloon, 14,000 miles only; £745; 3 months' written guarantee.—Brown's Garage, Loughlin (Essex) 4119 (Tube). [C1034]

JUPITER (October, 1952), green, excellent throughout; £775.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. B'none 5424. [C3045]

1952 Jowett Javelin de luxe saloon, gunmetal grey/red, 10,900 miles, Rimmelishers, an immaculate car.—King, 8, Queen's Avenue, Dorchester, Dorset, 15846

JOWETT Jupiter 1952 sports 2.3-ltr. drop head coupe, almost new, £875.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4024]

£595 (Feb.-1950, Jowett Javelin de luxe saloon, outstanding specimen in comet blue with beige leather, heater and seat covers, reasonably low mileage and a one-owner car since new.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.; write for catalogue. [C1035]

COOPER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. Eden Park Garage, 465, Upper Elmsa End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0902/R]

1952 Jowett Javelin de luxe saloon, metallic grey, red leather, one owner, 9,000 miles, exceptional condition throughout, any inspection invited, 3 months' guarantee; £765.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

1953 (March) Jowett Javelin de luxe, many extras, not ready for competition work, owing to changed circumstances must be sold; £850 or near offer; h.p. terms or can be hired for 36 months £36/10 per month; deposit £20.—Cooden Eng. Co., Cooden, Beahill, Tel. Cooden 600. [5829]

425 gns.—Jowett Bradford (November) 1951 utility de luxe, Catalina tan, chromium-plated fittings, sliding side windows, one careful owner, 15,000 miles, good tyres, exceptional condition, taxed, cost £725, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R]

R ROWLAND SMITH & The Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

WANTED, Jowett Javelin, cash or part exchange.—Bosman's Garage, Weybridge 1265. [W1033]

1950 52 Javelins urgently re-quired.—Waxlow 2643. [W2057]

JAVELIN in good condition for cash.—Tel. Valentine 2099 or 4674. [W2018]

JUPITER wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. B'none 5424. [W3045]

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

Jowett Spares and Service

MILSTONE (SERVICE GARAGE) Ltd., main agents, Jowett Javelin, Bradford vans and trucks. **LARGEST** stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629, 304, Erith Rd., Bealeys Heath. [0571/R]

KINGSTON-ON-THAMES—Distributors for Jowett; comprehensive spares and service facilities; trade requirements catered for.

G W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court Molesley 6109. [34053/R]

COLLIVER-FISHER Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines) [0009/R]

BONTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R]

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R]

MOTORING to London? Bring your Jowett to the West End service centre for "Emerald B.P. Lubrication" repairs, spares.—Wimbourne's (End, 1760), Bedford Place Hyde Park Corner, S.W.1. B'none 0151. [0167/R]

KAISER

1952 Henry J. Kaiser, L.H.D.: £995.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

LAGONDA

H W. MOTORS, Ltd., offer:—

1938 Lagonda V.12 short chassis drop head coupe, finished black with red leather upholstery and beige hood, this car has been the property of one discerning owner since new, complete works service history is available for this car, the condition of this vehicle is exceptional in every respect, the total mileage being under 40,000, whilst the total mileage covered on the latest Sanction II engine being under 16,000 miles; £865.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

LAGONDA

GARAGE SERVICE Co., Ltd.

1935 4½-litre Lagonda saloon, black with leather trim, exceptionally well maintained and in excellent condition throughout, taxed; unrepeatable at £195.

1081 Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019]

METCALFE & MUNDY, Ltd.

1936 Lagonda 3½-litre 4-door sports saloon, black, red morocco leather upholstery, very fast.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

WARWICK WRIGHT, Ltd., offer:—

1952 Lagonda 2.6-litre drop head coupe, steel grey, radio and heater, 4,000 miles; £2,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C3045]

BROOKLANDS, Lagonda distributors, latest models.

1952 Lagonda 2.6-litre coupe; 8,000 miles.

1951 Lagonda 2.6-litre saloon; mileage 10,000.

1951 Lagonda 2.6-litre d.h. coupe; radio.

1950 Lagonda 2.6-litre saloon; small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

1952 Lagonda 2.6-litre coupe, 500 miles only; **GORDON CARP (LONDON)**, Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025]

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 20 years service manager to Lagonda, Ltd.),

1936 4½-litre LG45 4-seater tourer, radio, recently reconditioned and overhauled.

1937 4½-litre LG45 drop head coupe, fine condition throughout, discs, heater.

1939 V.12 sports saloon, Sanction II, exceptional chassis and coachwork order.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines, Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080]

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R]

LAGONDA LG6 1939, very fine condition; £1,195.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024]

LAGONDA 2.6 coupe, fitted with Vantage engine, mileage under 5,000, brand new condition, satin bronze, red leather, radio, heater, etc.; unique opportunity for the connoisseur.—Alfred Boorer, Worthing 5467. [5764]

1938 Lagonda V.12 short chassis drop head four-seater by Thrupp & Maberly, Sanction II engine one owner from new; £915.—Park Garage (Molesey), Ltd., Hampton Court Way Molesey, Tel. Molesey 4371. Showroom: 6199. [C3057]

LAGONDA 1935 saloon, 3½-litre, probably best pre-war served one to be found, brakes, steering, suspension, gear box just overhauled, exterior and interior very smart, reshad last month, 60,000 miles, numerous extras; £295.—Dr. Langdon, Farnham Rd., Slough 22629. [5851]

LAGONDA

LAGONDA 3-litre pillarless saloon, finished in black with red leather interior, first registered June, 1935; opportunity to acquire this fine example of a rare model at a bargain price; the whole car in excellent condition; £255.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tottenham 4162. [5873]

Lagonda Cars Wanted

GUY SALMON AUTOMOBILES

PURCHASE Lagonda.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [W4001]

C.N.K. MOTORS require Lagonda 4½-litre tourer.—553, Finchley Rd., N.W.3. Hampstead 5712. [C1052]

PERFORMANCE CARS currently require Lagonda:—Great West Rd., Brentford, Middlesex. Baling 6841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3018/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagonda.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

LAGONDA 1953 Mark II saloon, give colour, upholstery and mileage.—Derham, 40a, Derby Rd., Beeston, Notts. [5915]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service. London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [51050]

LANCHESTER

GATHEHOUSE offer:—

1937 Lanchester Roadster saloon, grey and black, one owner since new, immaculate condition and in exceptional, licensed December, £635.—Write £285.—Gatthouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021]

HENDON CENTRAL GARAGE, Ltd. offer:—

1937 Lanchester Roadster saloon, taxed year, bargain at £250.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034]

1947 Lanchester 10 saloon, 21,000 miles; £625.—Jack Oiding & Co., 8-10, North Audley St., W.1. Mayfair 5242-3-4. [C2030]

1948 (late) Lanchester 10hp saloon, one owner, exceptional, licensed December, £635.—Write Box 580, Rays, Cecil Court, London, W.C.2. [C2030]

1947 27hp Lanchester convertible 4½-ltr., excellent condition, recently vested by makers; £2,000 or nearest offer.—Box 7363. [53467]

LANCHESTER 10 8hp 1938 black saloon, one previous owner, mechanically renovated January 1952, bodywork good; £225, o.n.o., June 24th, owner going overseas.—Stock, Tressilian, Nantyderry, Mon. [5954]

1951 Lanchester 10 Barker black saloon, green leather, 14,000 miles, carefully used, and in immaculate condition; £775.—Mrs. E. Haydon, Ford Park, Ulverston (Tel. 5125), Lancashire. [5816]

295 gns.—Lanchester 11, 1939 model sports saloon, black, sliding head, red leather, preselector, Windstone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

95 gns.—Lanchester 10, 1935 de luxe saloon, black maroon leather, preselector, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1939—40 Lanchester 14 Roadster saloon, finished unmarked black with brown leather interior, this car is in really excellent condition and must be seen to be appreciated; a genuine bargain at £325.

MILSTONE ENGINEERING Co., Cross St., Pendleton Salford, 6, Manchester. Pen. 3457. [C3000]

TANKARD & SMITH, Ltd. offer: 1938 Lanchester 14 sports saloon, black with brown leather upholstery, one owner since new, exceptional condition for its year, £350, three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 460. [C4026]

1947 Lanchester 10 saloon, an immaculate and very attractive one-owner car fitted with sliding roof and finished maroon with red leather upholstery, thoroughly recommended, written guarantee, £575; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. [C2003]

£285!!!—Magnificent Lanchester 14 de luxe saloon with spotless bodywork and genuinely immaculate leatherwork, having modern forward mounted radiator and being so beautiful no one could possibly believe this vehicle could be 15 years old; also choice 3 other Lanchester 11 and 14, all specimen cars; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2054]

Lanchester Cars Wanted

LANCHESTER required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. [W1040]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

WALKER & WARD, Ltd., Dalmer, Lanchester Distributors, require small mileage Lanchester 10.—Warwick Place, Cheltenham, Tel. 3816. [5863]

LANCHESTER cars wanted in part exchange for new models; write or phone Ralph Clews, at the established Lanchester Agents, Coventry Motor Mart, Ltd. Coventry 2146. [0445]

Lanchester Spares and Service

A ROOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R]

A LLEN'S, Victoria Rise Clapham, S.W.4. Lanchester and Dalmer appointed agents and specialists for spares repairs, etc.—Tel. Macculay 6252-4 and 4199. [0642/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE usually have the best available.

SEE Test Report, "Autocar," 24th April, 1953; copies on request.

ANY other makes; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (C4035)

LANCIA Augusta, 1935; £185 o.n.o.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644, 13796

£495—Lancia Aprilia 4-door s.n. 1939, in faultless mechanical condition, hundreds of pounds' worth of hills on park, good body; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

GUY ALFREDS & Co., Ltd.—Lancia 7-passenger enclosed limousine, privately owned, ideal hire work; £265—6-7, Warren St., W.1. Euston 3268. (C1005)

1938 Lancia Aprilia, £550, this privately owned car is in first-class order throughout, recently overhauled by works at £550, fitted with 14hp engine, large type suspensions, telescopic shock absorbers, all coachwork and interior in spotless condition; open to any examination.—Apply Hull, Highlands, Bollington, Hale, Cheshire. (C1501)

Lancia Cars Wanted

WANTED, Lancia Lambda, good condition.—7, Shirehall Close, N.W.4. Hendon 1603. (S939a)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

PERFORMANCE CARS urgently require Lancia.—Great West Rd., Brentford, Middlesex. Ealing 8841. or 107 New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Aliperton, Wembley. (Perivale 5656.) (C3930/R)

LEA-FRANCIS

1951 Lea-Francis 14hp saloon, maroon; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. (C2023)

£545—Lea-Francis 14hp 4-door sports s.n., exceptionally good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London & Home Counties, offer the following cars:—

1951 Lea-Francis 14hp sal., maroon, heater, screenwash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925.

1951 Lea-Francis estate car, one owner, 19,000 miles, at present being serviced and generally checked over; £845.

1949 Lea-Francis 14hp streamlined sal., maroon, one owner, radio and heater, at present undergoing pre-sale checkover; £825.

IMMEDIATE delivery of new Lea-Francis 14hp saloons, at new reduced price £1,261/19/2, choice of three colours, fitted best leather, should it required, write or telephone for demonstration run.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Egin Avenue, W.9. Cunningham 5936. (C3020)

GUY ALFREDS & Co., Ltd., 1950 Lea-Francis 2½-litre sports tourer, as new, 7,000 miles.—6-7, Warren St., W.1. Euston 3268. (C1005)

1951 Lea-Francis 14hp saloon; bargain. £745.—15, Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

JACK ROSE, Ltd., offer: 1947-48 Lea-Francis 14hp saloon, in maroon, open to any examination; £525.—Stafford Rd., Wallington, Surrey. Wallington 5677-9. (C3056)

1951 Lea-Francis 14.70 special sports full 4-seater, concealed hood, Ace rimblushers, wind-screen washers, heater, a one-owner car equipped regardless of cost in exceptional condition; £695.

RIPCO, Ltd. (Lea-Francis Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952/4. (C3052)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7. (C3020/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (C392/R)

Lea-Francis Spares and Service

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—BARNSDALE Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7. (C3020/R)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 67, West Rd., Brentford, Tel. Ealing 4506-9. (C1047/R)

LLOYD

RAYMOND WAY, Seven Kings Branch.

1948 (late) Lloyd 653cc roadster, sun bronze with brown interior, engine just reconditioned, laid up 18 months; 2099ns

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY MOTORS, Ltd., 775, High Rd., Seven Kings, Essex. Seven Kings 4066. (S3963)

LLOYD 650cc 1950 4-seater sports roadster, completely overhauled; £199 (terms).—Great Western Motors, Ltd., 6, Bishopsgate Rd., W.2. Ambassador 1061. (S3967)

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 25hp 4-seater cabriolet, right-hand steering, blue with grey leather; £375.

1936 Type 500K cabriolet, B, right-hand steering, black and grey with red leather in first-class condition.—Victoria 6715. (C3003)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

£150—Mercedes-Benz 1932 K 370 25hp 'drop head coupé'—Autospina, 5, Balham High Rd., Balham 1509. (C1009)

1941 (first regd.) Mercedes-Benz cabriolet, similar 500 model with 8-cylinder 50.2hp supercharged engine, beautiful specimen, must be sold immediately; £450.—Pantiles Service Garage, London Rd., Guildford, Tel. 5326. (C3035)

1937 model Mercedes-Benz cabriolet, 4-seater model 290 6-cylinder; this car has just been reconditioned by us and is in really excellent condition throughout, the colour is black with red leather interior, excellent tyres, twin spares, taxed, a most attractive example. £495; terms, exchanges.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

1953—Unique opportunity to purchase a 1953 Mercedes 280 saloon at under list price for sterling or d. marks with no banker's certificate required; this is a fast luxurious and really beautiful motor car which is fitted with every possible extra; it is finished in black and having done only 5,000 miles is indistinguishable from new; the owner is at present serving in B.A.O.R.—Apply Box 7577. (S3792)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. 5155

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 67, West Rd., Brentford, Tel. Ealing 4506-9. (C1047/R)

M.G.

PC PERFORMANCE CARS.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1947, £425; M.G. T.C. 2-seater roadster, 1946, £375.

M.G. T.B. 2-seater roadster, 1939, £345; M.G. T.A. 10hp 2-seater, 1939, £295.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. J.2 8hp 2-seater, 1935, £165.

M.G. 42hp Magnette saloon, 1935, £165; M.G. M Type 8hp 2-seater, 1930, £95.

M.G. V.A. 1½-litre tourer, 1939, £325; M.G. 2-litre 18hp saloon, 1937, £195.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1. (Museum 8221). (C3041)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 M.G. T.C. Roadster, reconditioned engine recently fitted, owned and maintained by sports enthusiast, coachwork and interior unmarked; 429ns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6034 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C3047)

TOM GARNER, Ltd., offer:—

1950 M.G. 1½-litre saloon, maroon with beige upholstery; heater, radio, 52,000 miles; £735.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C2020)

H. BEART & Co., Ltd., offer:—

1949 M.G. T.C. 2-seater, cream with green upholstery, very small mileage and superbly maintained by owner since new; £545—192, London Rd., Kingston-on-Thames. Tel. 3348. (C1281)

M.G.

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. 2-seater, innumerable extras, really as new; £695.

1949 M.G. 1½-litre saloon, most attractive car; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1947 M.O. T.C. 2-seater, black with brown upholstery; £445.

836—842, High Rd., N.12. Hillside 0024. (C2027)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C. 2-seater, black and red, many extras; £425.

1939 M.G. T.A. Tickford drop head coupe, this car is in really outstanding condition throughout; £340.

1934 M.G. T.A. 2-seater, black; £215.

1935 M.G. P.A. 2-seater, British racing green, new hood and side screens; £220.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. (C3036)

JACK ROSE, Ltd., M.G. Agents and Stockists, offer:—

1952 T.D. in black and red hide, almost as brand new, 7,000 miles; £675.

1949 T.C. 2-seater, in black and red, engine overhauled, new tyres, exceptional appearance; £495.

SEVERAL new models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 5677-9. (C3056)

1953 (new) M.G. T.D., immediate delivery; £751/19/2.

1950 (Feb.) M.G. 1½ saloon, black with red leather, one owner, 22,000 miles, as new; £665.

1949 (Aug.) M.G. T.C. 2-seater, green with beige leather, 25,000 miles, as new; £495.—(Jinsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (S618)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1952 M.G. T.D., black/beige leather, one owner, 11,000 miles; £665.

H. A. SAUNDERS, Ltd., 526-330, Euston Rd., N.W.1. Euston 4511. (C4040)

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 4812, offer:—

1952 (Dec., 1951) T.D. M.G. 2-seater Roadster, ivory, red leather upholstery, low mileage, one owner, immaculate; £650.

1951 series M.G. 1½-litre saloon.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

1949 M.G. TC, superb; £465.—Value Cars, 362, Upper Richmond Rd., S.W.14. (S3948)

1952 M.G. T.D. 2-seater, ivory, red leather, one owner, many extras, as new; £685.

RIPCO, Ltd. (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. (C3052)

1947 1½-litre M.G. saloon, black and dark green, in immaculate condition throughout; £575.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. (C1021)

1953 M.G. T.D. 2-seater, metallic grey with red upholstery, under 500 miles; £752.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, W.8. W.5. Fremantle 8841. (C4056)

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3542. (C0082/H)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (C0390/R)

1938 (9.11.37) M.G. 1½-litre sports saloon, well above average condition, 3 months' guarantee; £335.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

1952 M.G. T.D. Midget, only 300 miles, grey; £725.

—Rogers Garage, Wellesley Ave., W.6. Riverside 2644-5. (C3054)

1935 M.G. P.A. 2-seater, immaculate appearance, many extras, best offer.—Bloss, 67, Walfield Ave., Whetstone, N.20. (S909)

1949 M.O. T.C., green, carefully used, excellent throughout, new tyres; £465—57, Victoria Rd., Bridgewater, Somerset. Tel. 3741. (S796)

475ns—M.G. Midget, 1949 11hp T.C. 2-seater, black, green leather, excellent condition; taxed, terms, exchanges.—Rowland Smith.—Below.

285ns—M.G. Midget, 1939 10hp T. 2-seater, maroon, fawn leather, new hood and side-screens, excellent condition; terms, exchanges.—Rowland Smith.—Below.

275ns—M.G. Midget, 1937 10hp T. 2-seater, British racing green, green leather, very good condition, taxed, terms, exchanges.—Rowland Smith.—Below.

265ns—M.G. Midget, 1939 10hp T. drop head coupe, black, brown leather, good condition, terms, exchanges.—Rowland Smith.—Below.

245ns—M.G. Midget, 1936 model 9hp P.B. 2-seater, black, red leather, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith.—Below.

225ns—M.G. Midget, 1934 8hp J2 2-seater, black, fawn leather, new hood, excellent condition, choice of 15 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4014)

£190—M.G. Midget 1934 J2 2-seater, engineer enthusiast owner, many extras and new items, excellent condition.—Tel. Beasleyheath 5470. (S581)

MK 2 T.D. M.G. 11,000 mls., black/beige, radio, screen, washers, perfect; £685 o.s.o.—Imperial Garages, Dickson Rd., Blackpool. Tel. 21594. (S775)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
£350—1959 2.8 drop head fourseater coupe, grey, grey leather, Ace discs, new tyres, stored past 2 years, an excellent example of this rare and desirable model.
BRIAN PINGLASS, Bugatti Sales & Service, 2, Pemberton Mews, Baywater, W.11. Baywater 3951. After 6, Tulse Hill 4755. [C2009]

£150—1954 M.G. 2-seater Type L, £90 overhaul (bills available), recently taxed.—The Cottage, Downend, Horsley, Nr. Stroud, Glos. [C3926]

£385—1946 T.C. M.G., 35,000 miles, black, reconditioned engine, 5 new tyres, tonneau cover, etc., seen Wolverhampton.—Box No. 7587. [C3621]

15000 miles only.—1949 M.G. T.C. £245.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

MAGNETTE 35, Bertelli body, new hood, tyres, C.W. & P. engine overhauled, sound car, any trial, £225.—Ashworth, High St., Margate, Thanet 22694. [C3974]

£225—1956 M.G. P.B. 9hp Airline 2-door sports saloon, red, West End Lane, N.W.6. Hampstead 6490. [C1024]

M.O. N.A. Magnette 1955 2-seater, in very fair condition; £135.—Portland Sports Autos, Meadowhead Garage, 185, Meadowhead, Sheffield, 8, Tel. Sheffield 45212. [C3062]

NAYLOR & ROOT—1952 M.G. T.D. sports 2-seater, dark green, beige hide, very attractive; £675, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Hatt, 2252. [C3062]

M.O. T.D., new October, 1951, black, one owner, regularly serviced University Motors, mileage 12,500, many extras including radio and tonneau cover; £650.—Tel. Baywater 1724. [C3766]

1938 1½ 12hp drop head fourseater, £200 reconditioned, new shockers, new tyres, quite spotless throughout.—Speedsters, Ltd., Horley 528. (See Sports Car column.) [C4020]

1952 M.G. TD 2-seater, just over 7,000 miles since new, bronze/red leather upholstery, appearance as new; £485.—Cook's Garage, 55, St. John's Rd., St. John's, Woking, Surrey. [C3791]

M.G. T.A. 1938, Stage 2 engine with every extra including winking spot lights, repainted red, £295, terms, etc.—Portland Sports Autos, Meadowhead Garage, 185, Meadowhead, Sheffield, 8, Tel. Sheffield 45212. [C3972]

1947 M.G. T.C., £180 overhaul last month, repainted red, sprayed red, reupholstered, 4 new tyres, new hood, many extras, exceptional appearance, mechanically good; £465.—Hallam, 175, Nottingham Rd., Eastwood, Notts. [C3889]

M.G. J.2 Special, new tyres, this car is perfect and only requires crown wheel and pinion, which is supplied with car, to be fitted, definitely the first cheque for £55 secures, very clean.—Portland Sports Autos, Meadowhead Garage, 185, Meadowhead, Sheffield, 8, Tel. Sheffield 45212. [C3973]

M.G. Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [C1096/R]

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

M.O. in good condition for cash.—Tel. Valentine 2098 or 4674. [C2018]

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Ballderton St., W.1. Mayfair 3104. [C096/R]

M.G. required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. [C1040]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293. [C0815/R]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 1041, or—New Cavendish St., Great Portland St., W.1. Museum 8221. [C35041]

WANTED M.G. Midgents, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. [C3528]

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gilsons Sports Cars (Scheuch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1489]

M.G. Spares and Service

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8411. [C3041/R]

HAMMERSMITH—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.9. Riverside 2644-5. [C3054]

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. William, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [C435/R]

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.
WRITE or phone Toulmin Motors, 343, Staines Rd. W. Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [C0549/R]

M.G. Spares and Service
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [C0504/R]

MORGAN

RAYMOND WAY, the Hire-Purchase Specialists.

RAYMOND WAY, of Kilburn.

1952 Morgan 3-wheeler super sports 2-seater, Ford engine, practically unused; 369ms.

HIRE PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

MORGAN 4/4 sports red 2-seater, 1936, Coventry Climax engine; £200 or offers.—Charlesworth, 35, Water Orton Rd., Castle Bromwich, Birmingham, Cae. 2066. [C3855]

£485—1950 Morgan 4/4 sports 2-seater, a faultless car in immaculate condition, highly recommended; £170 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

265 gns.—Morgan 4/4, 1939 sports 2-seater, black, black leather, two spare wheels, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morgan Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

SLOCUMBER, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.
WRITE, call or 'phone.

38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017]

REQUIRED immediately, 'good' Morgan.—Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

MORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. [C2018]

H. F. EDWARDS urgently require good Morgan for immediate cash, distance no object.—Details please to 200, Great Portland St., London, W.1. Langham 0912. [C2003]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [C0514/R]

MORGANS—All available spares in stock.—F. H. McDouglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [C0728/R]

MORRIS MINOR

KAR SALES of Egham offer:—

1948 Morris Minor saloon, exceptional; £505.—High St., Egham 3131/2. [C2056A]

GUY SALMON AUTOMOBILES offer:—

1950 Morris Minor tourer, 10,000 miles, green with beige leather, one owner, a perfect specimen; £475.—Portsmouth Rd., Thames Ditton, Embrook 5551-2-3. [C4001]

1951 Morris Minor, black, little used; £565.—Below.

1950 Morris Minor s/n., unrepeatable; £515.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C0619]

1952 Morris Minor 4-door saloon, 4,000 miles; £675.—Below.

1951 Morris Minor 2-door saloon, 7,000 miles; £575.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

1951 Morris Minor saloon, black/beige upholstery, low mileage; £575.

1952 Morris Minor tourer, green, fitted with heater, Windtone horns, one owner; £545.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006]

MORRIS MINOR 1951 saloon; £515.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [C3784]

MORRIS MINOR, 4-door, Sept. 1951, 3,000 miles, extras, spotless; £630.—25, Ashton Rd., Newton-le-Willows, W.10. [C3868]

1953 Morris Minor 2-door saloon, first registered March, mileage 1,355; £585.—E. Logsdon, The Spinney, Royston, Herts. Tel. 3176. [C3958]

1951 Morris Minor Jarvis coupe, low mileage; £525; 3 months' written guarantee.—Brown's Garage, Loughon (Essex) 4119 (Tube). [C1034]

1951 Morris Minor saloon, black with red interior, good condition; £535.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1951 (January) Morris Minor saloon, one owner, Cambridge blue, beige interior; £515.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1951 Morris Minor saloon, colour blue, exceptional condition, 11,000 miles; £575.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051]

1950 (August) Morris Minor saloon, 13,000 miles, perfect condition; £495, terms and exchanges.—Apply S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 330. [C2051]

425 gns.—Morris Minor 1949 model tourer, Romain green, 4½ hp, upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS MINOR

1952 (Dec.) Morris Minor saloon, black/red, 6,800 miles, new condition throughout; £570 or near.—Kings, Mill Lane, Aisleburgh, Suffolk. [C0947]

1951 (July) Minor coupe, one owner, 15,000 miles, fastidiously maintained, attractive coachwork, immaculate appearance, mechanically irreproachable, specimen car; 469gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067-8. [C3506]

PRIDE & CLARKE, Ltd.—1952 Morris Minor convertible, black/red leather, 6,000 miles, one owner, £549; 1951 saloon, black/red leather, heater, £549; 1949 tourer, black/beige leather, £429; three months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.5. Brixton 6251. [C3068]

Morris Minor Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [C1096/R]

MORRIS Minor saloon wanted, private.—Cherry, 50, The Greenway, Uxbridge. Tel. 1719, after 7 p.m. [C1030]

C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Morris Minor.—May 3051. [C35045]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

MORRIS EIGHT

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (July) Morris 8hp 4-door saloon, black, brown leather upholstery, small mileage, one owner, original condition; £425.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012]

1936 Morris 8 saloon, choice of two; £165.—Below

1947 Morris 8 series E 4-door saloon, one owner, £395.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2029]

125 gns.—Morris 8, late 1937 saloon, green; taxed; terms, exchanges.—Rowland Smith, Below.

195 gns.—Morris 8, 1938 saloon, green, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1953 series blue 2-door saloon, 2,900 miles, under-sealed.—24, Northway, Maghull, Lancs. [C3913]

£125—1957 Morris 8 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C3965]

MORRIS 8 1946 Series E, reconditioned engine, beautiful condition, bargain £299 (terms).—Great Western Motors, Ltd., 6, Bishopsgate Rd., W.2. Ambassador 1061. [C3965]

1936 Morris 8 tourer, reconditioned engine, new hood and screens, new steering, new horn wheel and pinion and battery, amazing performance; £175.—Below.

'1936 Morris 8 saloon, choice of two, £165.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Stn. Tube). [C2029]

SGA MOTORS—Morris 8 specialists offer the following selected cars which have been thoroughly checked in our workshop, and carry a 3 months' guarantee.

1939 Series E saloon, sunroof, excellent condition. £275.

1938 4-door de luxe saloon, sunroof, smart; £225.

1937 2-door de luxe saloon, sunroof, original condition; £195.

1938 4-seater tourer, immaculate condition throughout; £225.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-9.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherstone Rd., Cromwell Rd., S.W.7. (2 minutes Gloucester Road Tube), Western 3208. [C4063]

ROYS offer: First registered 1940 Morris 8 saloon, clean, with excellent chassis; £175, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

£250—1939 Morris 8 tourer, maroon, black wings, new hood, excellent runner, good tyres, taxed; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

MAYFAIR GARAGES, Ltd.—June (1958) 8hp de luxe car, in excellent condition throughout, 3 months' guarantee; £195.—Ballderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104/5. [C3009]

Morris Eight Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

MORRIS TEN

MORRIS 10 Series M saloon, choice of two; from £375.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

1940 Morris 10 saloon, exceptional condition; £295.—Jacquet, Ltd., 225-7, Hammersmith Rd., V.6. Riverside 6677-8. [C2043]

1934 Morris 10 saloon, engine reconditioned last year, a sound, economical car; £35, or £45 deposit, balance 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C3657]

425 gns.—Morris 10, November 1948 saloon, platinum brown, brown upholstery, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

1939 Morris 10 s/n. exceptional cond.: £275.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

Morris Ten Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Morris Twelve Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS FOURTEEN

£185 or first reasonable offer.—1937 Morris 14 4-door saloon, genuinely in beautiful order, trade offers invited (evenings).—Yarmouth, Wight 569. (S690)

MORRIS SIXTEEN

£199—1936-7 Morris 16 de luxe saloon, beautiful body work, interior excellent, recently overhauled costing £95; large, comfortable 5-6-seater at knock out price; 3 months' guarantee; hire purchase, exchange. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

MORRIS EIGHTEEN

£225—1937 Morris 18 streamline saloon de luxe, an ideal family car, in nice condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1024)

MORRIS OXFORD

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1950 Morris Oxford saloon, one owner, radio and heater, beautifully maintained from new; 599ms.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

SCOTT CARS offer:—

1952 Morris Oxford, 5,000 miles, heater, as brand new, guaranteed; £715.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. S. Hampstead 2100-8676. (C4016)

SAUL & SLATER, Ltd., offer:—

1952 Morris Oxford saloon, black with red leather upholstery, 9,000 miles; £720.

44-46, Aldermans Hill, N.13. Tel. Palmers Green 3631-2-5. (C4002)

PHILIP RICKARDS, Ltd., offer:—

1951 Morris Oxford, black/brown, small mileage; part exchanges, deferred terms.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

GUY SALMON AUTOMOBILES offer:—

1950 Morris Oxford saloon, green/green leather, 26,000 miles, well cared for example; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1949 (June) Morris Oxford saloon, radio and heater, one owner, moderate mileage; £525.

L.V.N.E. FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mounview 4401. (C2054)

£545—Oxford, just like new, one owner.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

1949 (Aug.) Morris Oxford, one owner, 26,000, new engine, tyres; £525.—Worthing 6123. (S394A)

1953 Morris Oxford saloon, 2,000 miles only, immaculate condition, green, what offers?—Box 7622. (S391)

1953 Morris Oxford, grey and red, heater, seat covers, other extras, 5,500 miles; £725 quick sale.—Watford 4778. (S393)

NAYLOR & ROOT—1952 Morris Oxford saloon, blue, low mileage, very attractive; £675; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

595ms—Morris Oxford, 1952 export type saloon, grey, brown leather, heater, one careful owner, small mileage, good tyres, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041. (C4018)

Morris Oxford Cars Wanted

C THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (S4017/R)

MORRIS Oxford required, under 10,000 miles.—Gast's Motor Mart, Euston 4110 & 3523. (W1040)

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WHY accept less for your Morris Oxford saloon when you get its full market value from: Ferraris of Crickwood, Ltd., 200-220, Crickwood Broadway N.W.2. Gladstone 2234. (W2005)

MORRIS SIX

KAR SALES of Egham offer:—

1950 Morris Six, exceptional; £560.—High St., Egham 3151/2. (C2056A)

£550—1950 model Morris Six, grey with brown leather upholstery, heater, 19,000 miles, very carefully used; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1950 upholstery, one careful owner, small mileage, unblemished, £590; consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42151. (C4057)

C THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. (S4017/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS Six saloon, maroon with red hide age, unblemished, £590; consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42151. (C4057)

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Opel Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Opel Spares and Service

REPAIRS, guaranteed engine, gear boxes, suspensions shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Priests 2647. (G640)

PACKARD

METCALFE & MUNDY, Ltd.

1942 Packard model 120 fourseater d.h.c., fitted with power operated hood, radio and heater, in excellent condition throughout; £495.

METCALFE & MUNDY, Ltd., 290, Old Brompton Rd., S.W.5. Frenantle 5471. (C3064)

1938 Packard Super 8 7-seater, 54,000 miles, very well conditioned, l.h.d., £1,175.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Mewday 2268 or Euston 7811. (C4011)

PACKARD 8 23 series 4-door saloon, black, air conditioned, l.h.d., £1,175.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Mewday 2268 or Euston 7811. (C4011)

1949 Packard 6-cyl left-hand drive sedan, black, radio and heater, fitted covers, 24,000 miles only; £995.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4036)

PACKARD 26hp 6-cyl. saloon, 1939, steering column change, radio and heater, new red leather trimming, lovely car; £395; terms or exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. (S369)

Packard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W401

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RAILTON

MERES & MERES, Ltd. (Est. 1895), offer:—

1938 Railton 17hp drop head fourseater coupe, metallic grey, blue hide upholstery, reconditioned throughout, an outstanding model in 1948 condition. £495.—The Broadway, Mill Hill, N.W.7, Tel. 2040. [C3012]

£145—Railton drop head coupe, clean car.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 9639 (night Bayswater 6755). Tel. 2040. All models available and wanted. [5778]

1939 Railton sports Cobham saloon, superb condition, very little used.—Don Beale, Heath House, Royston, Herts. Tel. 3599. [3735]

RENAULT

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1950/1 Renault 700cc, fitted radio, 17,000 miles, immaculate throughout; 4799s. [C1009]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle of car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acton 4654. [C4047]

WELHAM'S RENAULT SALES & SERVICE Surbiton Hill Rd., Surbiton, Elmbridge 1875, offer:—

1939 20hp 6-4tr, roomy saloon, completely overhauled; £250. [C1027/R]

1950 760 saloon, taxed, radio, luggage roof; £450. [C1027/R]

1937 18hp 6-seater, sun saloon, black, taxed; £175. [C1027/R]

750cc Renault 1952 saloon, low mileage, one owner, perfect; £535.—Tel. 5071, Market Place, Blackburn. [C1027/R]

1951 and 1950 rear-engined Renaults from £450.—Richards & Carr, 25, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

WELHAM'S RENAULT SALES & SERVICE Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [C1027/R]

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube) N.W.3. Ham. 6641. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [C0911/R]

RILEY

COACHCRAFT offer:—

£265—1937 Riley 9 Victor sports saloon, special series engine, 3-speed manual box and over-drive, very fine example of this rare model; 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6559. [C1063]

BOON & PORTER, Ltd.

RILEY distributors.

1950 2½-litre drop head coupe, green/leather. Riley heater, one owner, 26,000 miles, nearly faultless; £925. [C1022]

1951 1½-litre saloon, special finish, Riley heater, H.M.V. radio, £200 extras, one owner, 21,000 miles, remarkable car; £945.—Castelnau, S.W.13. (By Hammermill Bridge.) Riverside 4444. [C1022]

SLOCUMBS, Ltd., Willesden 4469.

RILEY 1½-litre open fourseater in grey with red leather, Scintilla equipped, very fast; £269/10; or insured h.p. terms, part exchanges, cars or motor cycles; we close at 7.30 p.m. Write, call or tel.—Slocumbs, Ltd., 58-52, Dudden Hill Lane, N.W.10. [C4017]

WARWICK WRIGHT, Ltd., offer:—

1952 Riley 1½-litre saloon, black, 8,000 miles; £1,095. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

MAYFAIR COUNTRY CARS offer:—

1950 (Dec.) 2½ roadster, low mileage, superb condition, H.M.V. radio; £825. [C3008]

1948 (Oct.) 1½ saloon, excellent condition, radio, low mileage; £665.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008]

CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:—

1953 (new) 1½ saloons, immediate delivery; £1,169. [C1048]

1949 (Oct.) 1½ saloon, autumn red/red, heater, lous covers, 25,000 miles; £745. [C1048]

49 Sloane Square, S.W.1. Sloane 4727. [C1048]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1951 Riley 2½-litre saloon, black, one owner, fitted radio, heater; £995. [C3052]

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952-4. [C3052]

RILEY

£95—Riley Monaco 9, excellent tyres, battery, new clutch.—Bis. 8599 evening. [3944]

SUSSEX specialists for Riley cars and spares.—Caftyna, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [C0057/R]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

BEARDS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston, Kingston 1548. [C0079/R]

1949 (Aug.) Riley 2½-litre saloon, black, with red leather, one owner, genuine 19,000 miles, as new; £795. [3619]

1947 (March) Riley 1½-litre saloon, black with red leather, 38,000 miles, perfect throughout; £625.—(Gibson's Sports Cars (Kilburn), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [C1074]

1951 Riley 1½ saloon, green, radio, heater, excellent condition; £945.—Dobsons, Ltd. (Riley Agents), Staines, Tel. 801. [C1074]

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (5 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£295—1937 Monaco, an outstanding example of this sought after model. [C1069]

£295—Imp, no details yet available but a fine looker. [C1069]

£205—1935 Monaco, an absolute specimen with an excellent history. [C1069]

£175—1935 9hp Kestrel, recent extensive over-haul. [C1069]

£145—1935 Monaco, above average. [C1069]

£95—1935 Monaco, in excellent order. [C1069]

£130—1932 Monaco, a little beauty. [C1069]

£140—1932 Monaco, excellent and maintained by fond owner. [C1069]

£105—1932 Monaco, a nice, reliable little motor. [C1069]

£75—12hp Redwing tourer, in running order, an excellent holiday car. [C1069]

As we sell Rileys only we can offer you the best price for yours. [C3069]

£825—August, 1950, Riley 2½-litre, dark red with beige leather, 27,000 miles, fitted radio and heater, in beautiful all-round condition. [C1070]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1938 Riley 1½ saloon, 28,000, excellent condition, owner going abroad; £515.—Mon. 4119. 21, Celtic Ave., Rhyl, Merseyside, 17. [3685]

1947 Riley 2½-litre saloon, magnificent, guaranteed, 25,000 payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4038]

1952 (Nov.) Riley 1½-litre, maroon, red leather, 2,400 miles only; £1,095.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

1950 2½-litre drop head tourer, one owner, 18,000 miles.—Anthony Crook Motors, Ltd. Caterham 2232. [C1063]

1947 Riley 1½-litre saloon, black, excellent condition, terms, exchanges.—Cyril Sheppard of Reading. [3575]

£165—1935 Riley 1½-litre Kestrel sports saloon; £32/10 down.—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1951 2½-litre Riley saloon, bronze with red hide, fitted radio, guaranteed mileage three thousand and six hundred miles (5,600), definitely as new; £1,185 o.n.o.—Box 7539. [5757]

1951 (Nov.) 1952 features, 1½-litre Riley saloon, one owner, heater, taxed year.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.11. Tel. Hillside 1044. [3651]

1950 Riley 2½-litre saloon, black/brown leather, one owner, 20,000 miles, radio and other extras; £895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

795 gns.—Riley, 1950 1½-litre sports saloon, maroon, lawn leather, heater, twin headlights, very carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below. [C4018]

295 gns.—Riley, September 1936 1½-litre Kestrel sports saloon, ivory and black, sliding head, leather upholstery, preselector, twin pass lights, excellent condition, terms, exchanges.—Rowland Smith, below. [C4018]

195 gns.—Riley 9, December 1935 Kestrel sports saloon, black, red leather, very good condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1933 Riley 9, excellent mechanical condition, new carburettor, timing gears, piston rings, body bit rook; £70.—Eric Linke, Snettisham, King's Lynn, Norfolk. Tel. Snettisham 349. [3533]

£295—Riley 9 Kestrel 4-door sports saloon; this car is in exceptional condition, original, and interior hardly seems used, bodywork and mechanical condition exceptional. Many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors London Rd., Coventry Tel. 2146. [C4446/R]

1947 Riley 2½-litre saloon, low mileage, coachwork and mechanical condition sound, green with green leather; £575; exchanges and h.p.—London Cars, 592/6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057]

ROYS for reliable Rileys.—1936 Kestrel 1½, special series with overdrive; £365; 1936 Adelphi 1½, £225; 1935 Monaco 9, £175; h.p. and exchanges.—Rois Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059]

RILEY

RILEY Sprite Lynx Four, tourer, 1936, black, first-class all-weather equipment, including full tonneau cover, all bodywork perfect and unblemished, tyres 100%, engine completely overhauled cost £265, taxed year; £225.—Imperial Garages, Dickson Rd., Blackpool, Tel. 21594. [3776]

RILEY, Aug. '50, 2½-litre sports 2-5-seater, maroon with sumptuous hide upholstery, fitted every conceivable extra by enthusiast owner, H.M.V. radio, Laney-Dewalby heater, twin spot lamps, twin wing mirrors, balanced wheels, Ace Rimblishers, etc., total mileage 17,000, cost over £1,500, all-weather equipment and tyres virtually new, taxed; £750.—Tel. Birmingham South 3018. [3556]

CAMDEN MOTORS.—Riley 9hp Kestrel sports saloon, November, 1935, a one-owner car since new, in genuinely original condition so far as coachwork and interior is concerned, special series engine in extremely fine fettle having been carefully and enthusiastically maintained, remarkable performance considering its low horse-power; this is not a cheap car, but its condition and history must compensate; £295. Choice of three other 1935 9hp models from £175. [C1055]

CAMDEN MOTORS.—Riley Nuffield 1½-litre 12hp saloon, 1939/40, an attractive example of this desirable series, basically very similar to post-war model, sound mechanically and well shod, excellent performance; £345. [C1055]

CAMDEN MOTORS.—Riley Kestrel 6-light saloon, very late 1936, stylish streamlined bodywork, swept tail, etc., knock-on wheels, modern instruments, specially recommended for its performance; £245. [C1055]

CAMDEN MOTORS.—Riley Alpine saloon, in quite astonishing condition for a pre-war car, late property of country innkeeper, outstanding runner; £125. [C1055]

CAMDEN MOTORS.—Riley 1½-litre saloon, 1947, maroon and black with leather interior, complete engine overhaul 5,000 miles back; exceptional order; £595. [C1055]

CAMDEN MOTORS.—Riley 1½-litre saloon, July, 1951, a one-owner car, practically indistinguishable from new, fitted radio and heater, 16,100 miles, looks very much less; £365. [C1055]

CAMDEN MOTORS.—Leighton Buzzard, Beds. Phone 2041. Open till 8 p.m. Write for catalogue. [C1055]

Riley Cars Wanted

C **THE CAR MART, Ltd.,** wish to purchase Riley cars.—150 Park Lane, W.1. Grosvenor 5434. [C0969/R]

R **ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Riley.—Hamstead (Tube) N.W.3. Ham. 6641. [W4018/R]

GUY SALMON AUTOMOBILES

PURCHASE Riley.—Portsmouth Rd., Thames Ditton, Esher 5551-2-5. [W4001]

YORKSHIRE.—The Riley buyers. Bakers of Oakwood, Leeds, 8. Tel. 58236/7. [C0094/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008]

PRIVATE advertiser will exchange Austin A90 coupe for good Riley.—Box 7636. [3945]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [C017/R]

1936-7 9hp Riley Kestrel saloon, in good condition, full details.—Box 7598. [3532]

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

RILEY 1½-litre, required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 3523. [W1040]

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000]

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Kaling 6641; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 5622. [3775]

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Giosons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [1440]

RILEY 4-seater open tourer required in exchange for Riley 3-seater 2½-litre roadster, January, 1951, 50,000 miles, first-class condition.—Box 7602. [3645]

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 6641). [C472]

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [C246/R]

ARCOT ENGINEERING LTD.—Pressulac gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [C0230/R]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carmers Lane Highgate Rd., London, N.W.5. Qui. 5446. [C0092/R]

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moys's Agencies Ltd. High St., Leamington Spa. Tel. 67. [8140]

ROLLS-ROYCE

ROLLS-ROYCE Silver Wraith owner-driver saloon, registered January 1949, 21,500 miles, £3,250. [C3250/R]

GEOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

H R O H
R. OWEN, Ltd.
LONDON'S Leading Specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce 4-door sports saloon by James Young, 1950 silver car in really excellent condition, beautifully fitted with many extras, blue with grey hide, 19,000 miles only; £5,500.
1949 Rolls-Royce 4-door sports saloon by Freestone & Webb, black with grey hide, 10,000 miles; £4,250.

1949 Rolls-Royce 4-door R/E sports saloon by James Young, black with blue hide, just overhauled by Rolls-Royce; £5,950.
1934 Rolls-Royce 2-door sports saloon by Mann Eserton, blue with blue hide, 16,000 miles only, one owner since new, exceptional condition throughout; £1,195.

WE are urgently requiring Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H R O H
R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060.
(C9052)

C M
CAR MART, Ltd.
1950 Rolls-Royce Silver Wraith Windover saloon, grey with fawn cloth upholstery, passed manufacturers, guaranteed; £3,750.

1948 Rolls-Royce Silver Wraith Hooper touring limousine, black with beige hide upholstery, guaranteed; £3,250.

1938 Rolls-Royce 25/30hp Thrupp & Maberly landaulet, black with fawn cloth upholstery, guaranteed; £1,350.

1937 Rolls-Royce 25/30hp James Young limousine, blue and black with leather to front and cloth to rear, guaranteed; £1,250.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434.
(C1039)

P & J
PAGE & JOYCE, Ltd., offer:—
40/50 Rolls-Royce Phantom II Sedan de Ville, first registered 5.4.35, coachwork by Park Ward, upholstery leather and Bedford cord, with two occasional seats, H.M.V. built-in radio, colour dark blue and black; this car is in immaculate condition and has had one owner since new, chauffeur driven, maintained and recently overhauled by Rolls-Royce, Ltd., equipped with new Dunlop Glo Seal tyres; photograph of this exceptionally handsome car supplied upon request; £895.—184, Gt. Portland St., W.1. Museum 1001.
(C9059)

RIPPOON.
RIPPOON.
RIPPOON BROS., Ltd.
The leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPOON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield.
(1905)/H

P B
Ltd., offer:—
1936 25/30hp Rolls-Royce Mulliner sports saloon with boot, black with blue leather upholstery; £1,075.

1935 20/25hp Rolls-Royce Freestone & Webb sports saloon with boot and disappearing division, black and primrose, brown leather upholstery, now undergoing complete engine and chassis overhaul.

PADDON BROS., 60, Chelval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478.
(C9055)

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley retailers, offer early delivery of new cars with standard and special coachwork.

1950 Silver Wraith enclosed limousine by Park Ward, 7-seater, all extras, one owner, 31,000 miles.
1945 Wraith H. J. Mulliner touring limousine, electric division, 37,000 miles.

1939 Wraith saloon limousine, luggage space behind rear seats and rear entrance, ideal for shooting parties, one owner, 24,500 miles.
UDLEY HOUSE, North Audley St., W.1. Mayfair 5242-5-4.

TAYLOR & CRAWLEY offer:—
1939 Rolls-Royce Wraith (W.H.C.) mitred edged sports saloon by Thrupp & Maberly, grey/maroon leather, complete overhaul history available, many extras; £1,995.

1938 Rolls-Royce 25-30 (G.Z.R.) mitred edged sports saloon by Thrupp & Maberly, black, green leather, one owner only, overhaul history available; £1,595.

1934 Rolls-Royce 20-25 (O.N.C.) sports saloon by Hooper, grey and black/maroon leather, good history; £975.
Kenington Court, W.8. Western 6015.
(C4036)

48 Mann Eserton & Co., Ltd., offer:—
1949 Rolls-Royce Silver Wraith chassis fitted owner-driver 4-light saloon by Park Ward, maroon with beige leather upholstery, 20 division, 23,000 miles; £3,500.

14 Berkeley St., London, W.1. Regent 2073.
(C2006)

ROLLS-ROYCE

J B
JACK BARCLAY, Ltd.,
LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list. Example: 1949 (Oct.) sports saloon by James Young, painted black and upholstered in grey cloth, one owner, 22,000 miles; price £4,250. Jack Barclay, Ltd., Berkeley Sq., London, W.1. Tel. Gros. 6811 or May. 7444.
(C1082)

MASCOT MOTORS, Ltd., offer:—
1938 30hp T. & M. razor-edged sports saloon.
1935 40/50hp T. & M. 7/8-seater limousine.

1934 40/50hp H.J.M. drop head foursome coupe.
1934 25hp Hooper sports saloon.

1932 25hp Freestone & Webb sports saloon.
1926 20hp modernised P.W. drop head coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbrooke Grove, W.10. Ladbrooke 1231/2.
(C9007)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."
(C1046)

LIMOUSINE 1935 25hp, face-forward seats, leather upholstery; £395.—Lawton-Goodman, 36, North Audley St., W.1.
(C2022)

1934 Rolls-Royce 20-25 black limousine by Barker, excellent condition, low mileage.—Box 7616.
1927 Phantom II tourer, Phantom II chassis; £200.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2.
(C2022)

1935 25hp Rolls-Royce Freestone & Webb semi-razor-edged sports saloon with boot, exceptionally fine mechanical condition.

1938 25/30 Rolls-Royce Hooper semi-razor-edged sports saloon with boot, under 60,000 miles, two owners, unblemished.

R C MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604.
(C9017)

SELBORNE offer 1937 Rolls 30hp, suitable for owner driver or chauffeur, at greatly reduced price of £795.—62, Park St., W.1. Mayfair 4753.
(C2446)

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices.—66, London Rd., Tooting. Tel. Mitcham 5951.
(C4039)

1931 Rolls-Royce 20hp sports saloon, modern body, clean and appearance equal 1946; offers.
Musselwhite, Church St., Faringdon, Berks. Tel. 2237.
(C9001)

1937 Rolls-Royce 25-30 black limousine by Thrupp & Maberly, excellent condition, under 50,000 miles, recent complete overhaul.—Box 7617.
(C9021)

GUY ALFRED & Co., Ltd.—1939 Rolls-Royce 25/30 Hooper limousine, recently passed out by Rolls of Greve, above average condition.—6-7, Warren St., Euston 5268.
(C1005)

1938 25/30 touring limousine by Arthur Mulliner. Full particulars from Coventry Motor Mart, Ltd., Car Sales and Service Division, London Rd., Coventry. Tel. 2146.
(C9067)

1934 22/25 2-door Barker saloon with boot at rear, 72,000 miles, R.R. maintained, one owner, 4750 o.n.o.—Hills Garage, 3 & 5, Ennismore Mews, S.W.7. Kensington 4020.
(C9551)

1931 20/25 Rolls-Royce Windover limousine with division and f.f. occasional, good tyres, quiet engine, excellent paintwork; £295.—Baker, Highlands, Bucklebury, Berkshire.
(C9017)

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoine & Co., St. Peter's, Garage, St. Peter's Rd., Hammersmith, Riverside 7644.
(C9067)

ROLLS-ROYCE Silver Wraith, Park Ward owner-driver saloon, total mileage 14,500, appearance as new; £4,500.—Lokham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4946.
(C9553)

1935 Rolls-Royce, Barker body specially adapted for Continental touring, 29,800 miles; £675.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).
(C1050)

HEARSE Selection modern Phantom II chassis 1953 Deluxe partitioned 6-Bearer Coachwork, exclusive equipment, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941.
(C1006/1)

SHOOTING brakes, Rolls-Royce 20/25 £1,245, also 30hp 2745; both are fitted magnificent oak and mahogany bodies, photographs on request.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544.
(C4024/1)

1948 Rolls-Royce Silver Wraith Park Ward owner-driver saloon, black, bright hide sun roof, heater radio, 31,000 miles, magnificent condition throughout; £3,650, exclusive, deferred terms.—John R. Truscott, Ltd., 173, Westbourne Grove W.11. Bay 4274.
(C4035)

ARCHIE SIMONS & Co., Ltd.—Rolls-Royce first registered 1934, 20/25 7-passenger limousine, coachwork by Hooper, black, face-forward occasional, excellent tyres, fitted discs, extensive overhaul recently carried out, good proposition for the hire trade; £575.—94, Gt. Portland St., W.1. Lan. 1343.
(C4015)

1948 Rolls-Royce Silver Wraith with magnificent razor-edge body by Freestone & Webb, 29,000 miles, o.n.o., absolutely like new, cost approximately £8,000, present list price £6,687, accept £3,485.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544.
(C4024)

ROLLS-ROYCE

LIMOUSINE 1937 Park Ward 80hp, partition, swept tail, forward occasional, leather throughout, 49,000, private, reasonable cost, Below GOR, 4-light Barker-DRIVER 1958 50hp, Series GOR, 4-light Barker saloon, swept tail, concealed boot, (with-out partition) mileage 19,000, leather throughout, carefully maintained, excellent history, £1360.
A L F E & SAUNDERS always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair 2941.
(C1006)

Rolls-Royce Cars Wanted

C M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly) Grosvenor 3434.
(0970)/H

J MARSHALL.
WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork any condition.
J MARSHALL, 869, St Albans Rd., Watford, (0498)/R
Garston 2569.

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rolls-Royce—Hampstead (Tube) N.W.3. Ham 6941.
(W4019)/H

ROLLS-ROYCE P.I.I.I razor-edged saloon.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544.
(W4019)/H

PERFORMANCE Cars urgently require Rolls-Royce.—Great West Rd. Brentford, Middlesex. Rained 8641 or—
107 New Cavendish St., Great Portland St. W.1. Museum 8221.
(W5041)

JACK OLDING, official retailers and repairers are interested in the purchase of good used cars.—5, North Audley St., W.1. Mayfair 5242.
(W5050)

PRIVATE buyer seeks Rolls 20 or 25hp, chassis and engine must be good, body immaterial; details please to—65, Barton Rd., Harrington, Dunstable, Beds.
(3906)

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437.
(7540)

P. C. MORTLAKE wishes to purchase good pre-war or post-war Rolls-Royce and Bentley cars, any type of coachwork.—253, Kensal Rd., London W.10. Arnold 4604.
(W5017)

CHARLES FOLLETT, Ltd. officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8.
(0597)/R

A & S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.
A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons, Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941.
(W1006)

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.
LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhaul, mechanical or coachwork. Large stock of spares for all models.
WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines).
(S1062)/H

CHARLES FOLLETT, Ltd. officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8.
(0614)/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—19, Providence Court, W.1.
(S5030)/H

A L F E spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lvy 5362.
(0064)/H

ROVER 10

HENDON CENTRAL GARAGE, Ltd., offer:—
1946 Rover 10 saloon, fitted radio and heater, in immaculate condition throughout; £565.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5.
(C2034)

£425—Rover 10 1940 4-door saloon, excellent cellulose, chrome, interior, etc., extensive overhaul including Rover reconditioned engine, choice 3.
BENMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. (50 yrs. Holland Park Tube.) Exchanges; h.p.
(C1017)

£595!!!—Rover 10 saloon, 1947 model, de luxe series, excellent coachwork, in dove-grey with rich leather upholstery, one change of ownership in 1950, complete record kept of all major and minor overhauls, a really nice car.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Phone 2041. Open till 8 p.m. Write for catalogue.
(C1035)

575!!!—Rover 10, December 1947 de luxe saloon, black, sliding head, blue leather, radio and heater, one careful owner, good tyres, exceptional condition, terms: exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6941.
(C4016)

ROVER 12

1940 Rover 12 sportsman's saloon, 4-light, 4-door, black, carefully used and maintained by one owner, good tyres, genuine bargain; £425.—Holtbrook Motor Co., Ltd., Richmond, Surrey. Tel. R.C. 4014.
(C2059)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12
1939 Rover 12, two owners only, genuine 65,000 miles, taxed; £350.—Latham, Pinner 1966. [C3919]

1938 Rover 12 sportsman's saloon, immaculate, guaranteed 2,200, dayman, Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C3036]

£295—Rover 12 sports 4-light saloon, 1950, attractive metallic blue, scarce model, well maintained; terms, exchange.—Fleet E. J. Lee (Leighton Buzzard, Ltd.), 52, Lake St., Leighton Buzzard 2172. [C3077]

165 gns.—Rover 12, 1956 sports saloon, grey, sliding head, maroon leather, very good condition, terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

CAMDEN MOTORS.—Rover 12 saloon, 1937, one of the best of this series we have handled, original log book shows one ownership change only, appearance more like 1947 than 1937, with delightful road performance and high maximum cruising speed, £325. [C3018]

CAMDEN MOTORS.—Rover 12 sports saloon, 1940, replica of the 1947 model, moderate mileage and very good overall condition, excellent tyres; £425. [C3018]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Phone 2041. Open till 8 p.m. Write for catalogue. [C1055]

1946-7 Rover 12 saloon, finished in unblemished black with ivory leather interior and carpets to match, fitted new heater, excellent tyres, full and comprehensive tool kit, taxed, mechanically in excellent condition, any trial or examination, a really excellent example of "One of Britain's Fine Cars", free delivery, £325, terms, exchange. [C3018]

MAIDSTONE ENGINEERING CO., Cross St., Maidstone, Kent, 6. Manchester. Pen. 5457. [C3000]

ROVER 14

OVERSEAS CARS, Ltd., offer:—

1947 (August) Rover 14 saloon, black, excellent condition throughout; £625. [C3081]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3081]

KAR SALES OF SOUTH HARROW offer:—

1947 Rover 14, exceptional condition; £595.—50/56 Northolt Rd., South Harrow. Byron 5544. [C2054]

ROVER 1939 model 14hp saloon, exceptional condition; £395.—Box No. 7999. [C3042]

1938 Rover 14 s.n., 6-light, recommended; £345.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

£225—1937 Rover 14 sports saloon, unrepeatable opportunity, £275 down.—Bray Motors, 180, 184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1939 Rover 14hp 4-door sun saloon, grey with blue hide interior, exceptional condition; £385.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027]

CAMDEN MOTORS.—Rover 14 saloon, 1936, condition much superior to most other cars of its year, attractive 4-light body, styling with external rear boot, excellent runner; £195. [C3018]

CAMDEN MOTORS.—Rover 14 saloon de luxe, 1939, oils available for £90 reconditioning to engine and gear box between July and September last year, 5 new tyres fitted this year, strongly recommended, £375. [C3018]

CAMDEN MOTORS.—Rover 14 saloon de luxe, 1940 series (first registered and delivered 21.12.39), stylish dark blue finish, coachwork and chrome excellently maintained, interior neat and tidy, mats unworn, a smart car of much above average appearance for its year, £395. [C3018]

CAMDEN MOTORS.—Rover 14 sports saloon, May, 1947, 4-light model in attractive Rover green with interior leather to tone, fitted H.M.V. radio, dual pass lights and windstones, very good mechanical order, one change of ownership only, £375. [C3018]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Phone 2041. Open till 8 p.m. Write for catalogue. [C1055]

REGRETTABLE Sale.—Rover 14 de luxe 4-door saloon, in really exceptional condition, any trial, new tyres, brakes just refilled and overhauled, engine overhauled, very carefully used since new, regularly serviced, insured and taxed for the year; £295.—Box 7557. [C3794]

ROVER 16

1938 Rover 16 saloon, excellent.—Autowork, Ltd., Walsley, Tel. 4834. [C1010]

ROVER 16 1947, 20,000 miles, black/brown leather, one careful owner, perfectly maintained since new, £595.—Carr Bros. GARAGES, Ltd., 80th Orange, 21, Boho Square, W.1. Ger. 6678-9. [C1041]

CAMDEN MOTORS.—Rover 16 sports saloon, 1938, fitted discs; this car is quite original in every respect, even the carpets, although a trifle shabby, do bear out the genuine conditions of the car, one change of ownership in 1945, history of all overhauls available, moderate total mileage; £325. [C3018]

CAMDEN MOTORS.—Rover 16 drop head four-seater coupe, 1939, finished in beautiful Rover green with grey leather interior and mohair hood to match, stylish Tickford bodywork, three-position hood, extremely good condition; £445. [C3018]

CAMDEN MOTORS.—Rover 16 saloon de luxe, late type model 1939, with disc wheels and identical body styling to 1947, a good sound example, engine in fine fettle, attractive Rover grey finish; £375. [C3018]

CAMDEN MOTORS.—Rover 16 sports saloon, January, 1947, fitted radio and optional covers, excellent mechanically with a set of almost brand new Good-year Eagle tyres; £595. [C3018]

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Phone 2041. Open till 8 p.m. Write for catalogue. [C1055]

ROVER 20

GUY ALFRED & Co., Ltd.—1937 Rover 20hp sports saloon, 1952 condition,—6-7, Warren St., W.1. Euston 3268. [C1005]

ROVER 60 & 75

JACK OLDING OF MAYFAIR.

1952 (September) 75 saloon, black with red leather, one owner, 6,000 miles; £1,295. [C3030]

1952 (July) 75 saloon, green with grey leather, one owner, 5,500 miles; £1,295.—6-10, North Audley St., W.1. Mayfair 5242-3-4. [C3030]

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1951 P4 Rover, 22,000 miles, one owner; £1,075. [C3030]

9, Albemarle St., London, W.1 Tel. Grosvenor 5551. [C1018]

BROOKLANDS.—Individuality, new and used cars. [C1018]

FIRST registered January, 1952, Rover 75 saloon. [C1018]

1950 Rover P4 saloon, 15,000 miles. [C1018]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1951 Rover P4 saloon, black, 9,000 miles only, one careful owner; £1,085. [C1029]

R. C. WIMBUSH, Ltd., 512, Ears Court Rd., London, S.W.5. Frenchie 6481. [C4056]

1951 Rover P4 saloon, black, 14,000 miles, one owner, as new; £1,135. [C4056]

RIPCO, Ltd. (Rovers Purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2952-4. [C3052]

1948 (September) Rover 75 saloon, heater, radio, black with ivory leather interior, £775. [C3053]

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. [C3053]

1951 Rover P4 saloon, with H.M.V. radio, pastel green, taxed, absolutely unblemished; £1,075. [C3053]

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033]

1950 (April) Rover P4 saloon, black, green leather, one owner, 24,000 miles guaranteed, immaculate; £995. [C2033]

CLARKE & SIMPSON, Ltd., 49, Sleana Sq., S.W.1. Sloane 4727. [C1048]

GUY ALFRED & Co., Ltd.—1950 Rover P4, radio, heater, above average condition,—6-7, Warren St., W.1. Euston 3268. [C1005]

1948 Rover 60 saloon, black/green, radio, heater, 25,000 miles, excellent condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

1952 Rover P4, black with green leather, radio and heater, 12,000 miles, definitely unblemished condition; £1,250.—Cox's Motors, Conduit St., Leicester 60319. [C1059]

1948 (September), one private owner, green, immaculate interior, mechanically perfect, numerous extras; £725.—McEwen, Hedgecote, Quickly Lane, Chorleywood. [C3961]

1950 Rover 75 saloon, black, heater, radio, works engine fitted recently, very reliable car, any trial; £925 or near offer.—Cook's Garage, 55, St. John's Rd., St. John's, Woking, Surrey. [C3790]

£795—This 1948 Rover 75 must be seen! Immaculate bodywork, interior excellent, mechanically 100%; the finest we have had; 3 months' guarantee; hire purchases, exchange. [C3052]

L. AMBROSE, Finchley Showroom, 423/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [C1140]

GUY ALFRED & Co., Ltd.—1950 Land-Rover, privately owned; choice of 2-6-7, Warren St., W.1. Euston 3268. [C1006]

1949 Land-Rover, excellent condition, 16,000 miles only.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3060. [C1076]

495 gns.—Land-Rover, 1953 model, dark green, 1,997cc engine, heater, perspex sidecreens, one careful owner, 3,850 miles, original tyres unworn, practically new condition; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Land-Rover Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Land-Rovers.—Hampstead (Tube) N.W.3. Ham. 6041. [C4018/R]

HARVEY HUDSON, Ltd. (The Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [C2039]

ROVER MISCELLANEOUS

ROVER required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. [C1040]

BEARDS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. [C090/R]

LOW mileage post-war Rover wanted.—Blissam, Whiteweb, Chalfont St. Peter, Bucks. Pinner 494. [C1065]

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [C1073]

ROVER MISCELLANEOUS

HENLYS Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 365, Euston Rd., N.W.1. (Euston 6444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [C029/R]

Rover Miscellaneous Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Rover cars.—150 Park Lane, W.1. Grosvenor 3454. [C097/R]

R. ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Rover.—Hampstead (Tube) N.W.3. Ham. 6041. [C4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C024/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [C018/R]

ROVER 75 or 16hp saloon wanted.—Gordon Woodson, 48a, Drewstead Rd., S.W.16. Streatham 6636. [C4059]

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 4676. [C4018]

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [C047/R]

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [C018/R]

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Hiploway 1285. [C018/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2502. [C055/R]

SIMCA

BARTLETT, Simca 1951 special sports Farina coupe, 90mph, 35 mpg, as new; £1,250.—27a, Pembroke Villas, W.11. [C1013]

SINGER

CAR MART, Ltd.

1952 Singer 1500 saloon, radio, heater, 10,000 miles; £675.—Car Mart, Ltd., 350, Euston Rd., N.W.1. Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—

SINGER S.M. shop soiled saloon, works mileage, unregistered; £895. [C1039]

1951 Singer S.M. saloon, very well maintained; £595. [C1039]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.3. Tel. Gladstone 6303. [C2040]

SEYMOUR & CLEMENTS, Ltd., offer:—

SPLENDID opportunity! Singer 1500, shop soiled and unregistered, unable to repeat; £865.—38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

SINGER 9 sports tourer, '34, taxed, good tyres, battery condition; £280 o.n.o.—144, Plashet Grove, E.6. [C344]

1953 S.M. 1500 saloon, heater, Coronation blue, 800 miles.—Pickett, Harold Rd., Margate. [C1013]

£595—Singer S.M. 1500 saloon, 1951 model in pastel green with beige leather, 17,000 recorded miles and in very beautiful condition. [C1013]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

1951 (Nov.) Singer 9 roadster, green, trafficators, leather upholstery, 6,000 miles, as new; £525.—Hepworth, The Shieling, Sandisplatt Rd., Maidenhead. [C1013]

1939 Singer 9 roadster, red, engine virtually new, universalis, brakes, battery, etc. exceptional condition; £265.—Alfred Miles, Ltd., Cheltenham, Tel. 2307/2363. [C3436]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

£125—1937 Singer 9-4-door saloon, clean car; terms. Autospine, 5, Balham High Rd., Balham 1509. (C1009)

NAYLOR & ROOT—1950 Singer 1500 saloon, blue/beige, heater, low mileage, any trial; £585: written guarantee—25, East Hill, Clapham Junction, S.W.11. Bst. 2253. (C3022)

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Parkers Ltd., Distributors, Bradshawgate, Bolton, Tel. 4390. Deansgate, Manchester. Deansgate 4507. (0399/R)

545s.—Singer 9, 1951 4AB sports roadster, grey, red leather, l.f.s., glass sidescrims, one very careful owner, genuine 7,500 miles, good tyres, practically new, taxed; terms; exchanges.—Rowland Smith, below.

395s.—Singer Super 10, 1948 saloon, maroon, sliding head, radio, good tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

225s.—Singer 9, late 1939 sports roadster, black, red leather, very good condition, taxed; terms; exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

Singer Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

B. J. HUNTER, Ltd. (the Singer dealers),

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)

H. F. EDWARDS urgently require good Singer for immediate cash, distance no object.—Details please to 202, Great Portland St., London, W.1. Lam 9012. (W2005)

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw Whalley New Rd. Blackburn, Tel. 4901-2. (T254)

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0754/R)

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (0605/R)

ALLEN OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol, Tel. 22514. (0219)

SPORTS CARS

VINTAGE AUTOS.

DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bred and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 10 p.m. for inspection 7 days per week.

VINTAGE AUTOS 66 London Rd Tooting Mitcham 3251. (C4059)

MERCURY offer:—

£365—1937 8.8.100 2½-litre, in excellent condition, new hood and tonneau.

£325—1937 Singer 1½-litre 4-cylinder Autosport type open 4-seater, twin S.V.s, telecontrol, etc., very fast.

£315—1940 series Morgan 4/4 drop head coupe, ohv motor, smart car.

£295—1935 Riley Imp. twin S.V.s, Scintilla, aero screen, very good example.

£255—1937 M.G. T.A. 2-seater, excellent runner, good all-round weather equipment.

£225—1935 M.G. P. 2-seater, immaculate condition throughout.

£195—1935 M.G. P.A. 2-seater, Scintilla, Lockhead brakes, nice car.

TERMS or exchanges on any car with pleasure.

HOURS 9 a.m. to 7 p.m. Sundays 10 a.m. to 1 p.m. for inspection.

MERCURY MOTORS Universe House, 824-8, Harrow Rd., Wembley, Middx. Wembley 6058-9. (3013)

CHARACTER CARS.

SPORTS and Vintage car specialists.

PLEASE telephone for details of current stock.

WELLESLEY Court Rd. (George St.), E. Croydon, Croydon 2553. (C1044)

M.G. 1939 1½-litre 4-seat 4-door, excellent condition; £300.—75, Chequers Rd., Minster, Sheppey. (3899)

18/80 M.G. Mk. II Speed tourer, engine completely rebuilt regardless of cost, very fast; £160.—Below.

SPEEDSTERS, Ltd.—The best-conditioned selection of sporting cars in this country. Offices at "Old Straddles" Cross Oak Lane, Balfords, nr. Redhill, Surrey. Morley 628 until 9 p.m. (C4020)

SPORTS CARS

B & G. MOTORS offer:—

£185—Riley 9 Lynx open sports 4-seater, taxed, green, an exceptionally attractive example.

£185—Aston Martin 1½-litre 12hp International open sports 4-seater, green, two spares, most beautiful car. (C3022)

£165—Riley 14hp open Lynx sports 4-seater, black, lovely quiet engine.

£150—Singer 9 Le Mans open 4-seater, red, fast, economical and smart car; a bargain at this price.

£135—M.G. 12hp open sports 4-seater, taxd., gun-metal and red, covered with extras, a smasher.

£130—M.G. 8hp open sports 4-seater, black and chromium, extremely well cared for car, only wants seeing.

£120—M.G. 12hp streamlined open sports 2-seater, cream, exceptionally nice lines.

£100—Austin 750cc Uster type 2-seater, red, goes like a little bomb.

£35—Vauxhall 23hp saloon, black, smart and attractive car, bargain for quick sale; ideal hack or for towing caravan, tame elephant or anything else.

£35—Austin 7 open sports 2-seater, honestly goes like a bomb but not 1953 in appearance, taxed, good tyres, hood, etc.

MANY others, easy terms, insurance effected.—B. & G. Motors, Early News, Arlington Rd., Camden Town, N.W.1. Ouliver 3578. (C1019)

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

ROWLAND SMITH'S for sports cars.

545s.—Singer 9, 1951 4AB sports roadster, grey, red leather, l.f.s., glass sidescrims, one very careful owner, genuine 7,500 miles, good tyres, practically new, taxed; terms; exchanges.—Rowland Smith, below.

545s.—Allard, 1949 sports 2-seater, black, blue leather, one careful owner, moderate mileage, unused spares, exceptional condition; terms; exchanges.—Rowland Smith, below.

325s.—Fraser Nash-B.M.W., 1937 model 1½-litre type 40 super sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

275s.—M.G. Midget, 1937 10hp T 2-seater, British racing green, green leather, very good condition, taxed, terms; exchanges.—Rowland Smith, below.

245s.—M.G. Midget, 1936 model 9hp P.B. 2-seater, black, red leather, Scintilla Vortex, very good condition; terms; exchanges.—Rowland Smith, below.

225s.—Singer 9, late 1939 sports roadster, black, red leather, very good condition, taxed, terms; exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN 7 Ruby, £35; Austin 10, £75; Alvis Firebird, £95; Alvis Speed 20, £125; Citroën 12, £55; Commer van, £45; Ford 8, £35; Ford 10, £35; Hillman 10, £75; Hillman coupe, £125; Morris 12, £65; Riley 9, £65; Riley 12, 55; Rolls-Royce, £95; Rover 10, £85; Wolseley 18, £145.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. (C5041/R)

£165—Riley 12-4 sports saloon, 1935, maroon leather, sliding roof, excellent runner, heater, twin spot lamps and many extras.—Below.

£165—Vauxhall 1936 special convertible by Martin Walter, Ace discs, magnificent appearance, car only had two owners and is as original.

ALTON GARAGE (RAYSWAY): Ltd., 17-19, Brook Mews North Paddington, W.2. Pad. 3552. (C1007)

SPORTS CARS

PERFORMANCE CARS.

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ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WEST END Show Hall, 107, New Cavendish St., W.1. Museum 6221.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ASTON Martin 2-litre d/h foursome, 1939, £445; A.M. 1½-litre international tourer, 1930, £245

ALVIS Speed 20 sports saloon, 1936, £175; Alvis Speed 20 d/h foursome, 1933, £125.

ALFA-ROMEO 2.3 a/c Castagna coupe, 1934, £345; Alfa-Romeo 17/50 a/c Carlton coupe, 1934, £285.

BENTLEY 3-litre Red Label tourer, 1927, £225; Bentley 3-litre Blue Label tourer, 1924, £145.

BENTLEY Speed Six 2-seater, 1930, £545; Bentley 3-litre sports saloon, 1926, £175.

CONNAUGHT 2-litre Competition 2-seater, 1949, £695; Citroën Light 12 saloon 1938, £225.

DELAGE D6/70 Airline saloon, 1939, £395; Delage D8 4-seater tourer, 1933, £125.

FORD V.8 model 78 d/h foursome, 1937, £195; Fraser & Neave-B.M.W. Type 40 cabriolet, 1937, £225.

JAGUAR 1½-litre sports saloon, 1938, £225; Jaguar 2½-litre sports saloon, 1937, £195.

LAGONDA L.G.45 d/h foursome, 1936, £395; Lagonda L.G.6 sports saloon, 1939, £595.

LAGONDA Raptor 10hp d/h foursome, 1936, £225; Lagonda 2-litre tourer 1929, £145.

LAGONDA 4½-litre V.D.P. tourer, 1934, £265; Lagonda 4½-litre sports saloon, 1934, £195.

MERCEDES-BENZ 540K Type B Cabriolet, 1938, £495; Mercedes-Benz 290 V cabriolet, 1936, £495.

M.G.—See large selection under M.G. Column; try us for spares and repairs.

RILEY 1½-litre Falcon saloon, 1936, £245; Riley 1½ Lynx tourer, 1934, £195.

ROLLS-ROYCE 20 Sanderson & Holmes tourer, 1923, £195; Rolls-Royce 20 saloon, 1927, £195.

ROLLS-ROYCE 20 Barker tourer, 1926, £225; Rolls-Royce Ph. 1 limousine, 1928, £95.

STUDEBAKER President 30hp de luxe saloon, 1939, £345; Singer 9 4-seater tourer, 1933, £125.

SINGER 1½-litre Le Mans 2-seater, 1935, £195; Talbot 105 Le Mans 4-seater, 1933, £125.

TRIUMPH 2-litre Dolomite d/h foursome 1938, £275; Triumph 2-litre Dolomite saloon, 1938, £195.

PERFORMANCE CARS. (C5041)

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25, genuine 1939 model foursome drop head coupe, reconditioned dual blue, rechromed, new plastic leather hood specimen.

A.C. 1939 model f.d.h., reconditioned maroon, new plastic hood, P.100 headlamps.

B.M.W. type 329 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver, terrific performance.

DARRACQ 1938 model 2-door sports saloon, fitted P.6 Perkins diesel engine, recently completely reconditioned at enormous cost, body reconditioned and rechromed, etc., approximately 35/40 m.p.s.

DELAGE D6 70, 1938 model f.d.h. coupe, Cotal gearbox, beautiful car.

FIAT 500, genuine 1939 drop head coupe, radio, etc., with red leather, exceptional; one other.

FORD V.8 utility, late 1937, excellent condition, new tyres, reconditioned.

HISPANO-SUIZA, July, 1936, very rare 31hp fitted with beautiful swept-back foursome drop head coupe, reconditioned completely from chassis onwards, showroom condition throughout, dual bronze, plastic hood.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla mag, luggage rack etc., specimen.

LAGONDA 4½ 1934 model sports 4-seater, reconditioned engine, new hood, black, green leather.

LAGONDA LG45 1937 model pillarless sports saloon, immaculate condition, bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

MERCEDES-BENZ supercharged 500K, reputed specially built for Caracciola's 1938, fitted with most beautiful streamlined 2-seater fixed head roadster coupe body, reconditioned engine, etc., reconditioned completely re-upholstered in fawn hide, new lining and mats, rechromed, without doubt one of the prettiest Mercedes in existence.

M.G. 18hp late 1931 sports saloon, mint condition for age; £145.

M.G. T.D. 11hp Tickford drop head coupe, September, 1939, many extras, specimen.

RILEY Keestr July 1936, sports saloon, light blue, exceptional condition throughout.

ROLLS-ROYCE 25hp 1930 model 2½-seater fixed head coupe, sea green and silver, new tyres, a really attractive little Rolls in mint condition.

ROLLS-ROYCE 30hp 1937-fitted with most beautiful French 2-door case-coupled foursome coupe body, finished in black with light blue sides, natural hide upholstery, chassis and body reconditioned throughout, virtually as new.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Faxman 0052/253/7154. (C1046)

£95—Humber 12 open 4-attr. fold-flat windscreen, tonneau, good engine and tyres, 1954.—Below.

£95—Humber 12 open 4-attr. fold-flat windscreen, tonneau, good engine and tyres, 1954.—Below.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

LEA-FRANCIE 2-str., twin eng., completely rebuilt and re-reg. 1952; £140.—Travers, Tel. Bramley 2021 (Surrey). [W3941]

A. GENUINE snip.—1952 Dellow 4-seater sports Mk 5. 5,000 road miles only, as new; £575.—West (Lincoln), Ltd., 115, High St., Lincoln. Tel. 21262. [W3775]

JOHNSON & BROWN offer 1954 A.V.S. Speed 20 tourer, £225; Bugatti type 45A 2/2-seater roadster, £250; Bugatti type 50 supercharged roadster, £795; Bentley 3-litre short chassis 1925 drop head coupe, £295; Frazer Nash-B.M.W. type 528 2-seater, 1946 reg. £620; Lagonda 3-litre 1951 tourer; Alfa-Romeo 6C 2500B Pescara Super Leggera saloon by Touring, May, 1959.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Havensbourne 6479 and 2522. [C3049]

CHILTERN CARS offer: 1936 A.C. 16.80 four-seater drop head coupe, £250; supercharged 1750 Alfa Romeo drop head coupe, £195; 1936 A.V.S. Speed 20 Mayfair coupe de ville, £295; 37 Bugatti Grand Prix 2-seater, £400; 46 Bugatti sports saloon, £335; 1938 Frazer Nash-B.M.W. 526/324 four-seater drop head coupe, £445; 1936 Frazer Nash-B.M.W. 55 Reutter four-seater drop head coupe, £265; 1936 Frazer Nash-B.M.W. 519 Reutter drop head coupe, £265; 1956 L.C. 45 4-litre Lagonda four-seater drop head coupe, £375; 3-litre Lagonda 2-seater, £175; 1937 540K Mercedes-Benz four-seater, £595; Ulster Riley Imp. £450; 1954 Riley 9, Monaco saloon, £145; 1951 2½-litre Turner 2-seater, £255; Volkswagen saloons from £315; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045]

Sports Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

£400 cash for 8-litre Bentley short chassis drop head coupe.—Box 6947. [W3952]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex, Ealing 9941, or—

107. New Cavendish St. Great Portland St. W.1. Museum 6221. [W3041]

S. 100 or Squire or similar car wanted by enthusiast for cash, no repairs. Full details, etc., to 17, Hamilton Close, N.W.8. [W3925]

J. ASHFORD-FLEET will always purchase all makes of sports cars.—E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard. Tel. 2172. [W3676]

Sports Cars Spares and Service.—A. AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Louther Garage Ferry Rd., Barnes, S.W.15. Riverside 6496. [W3933/R]

STANDARD 8

GATEHOUSE offer:—**1947** Standard 8 saloon, black, excellent condition. £515.—Gatehouse Motors Ltd. Highgate Village, London, N.6. Mon. 4444. [C2021]

ELITE MOTORS offer:—

1946 (June) Standard 8 four-seater drop head coupe, black/beige leather, red mohair hood, taxed; £325. [C2055]

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2055]

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Standard 8 drop head coupe, one owner, £500.

THREE months' guarantee; terms: flat on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

K. AR SALES OF SOUTH HARROW offer:—

1947 Standard 8, many extras, immaculate; £345.—50-56 Northolt Rd. South Harrow. Byron 5444. [C2056]

STANDARD 8 sal., '59, light blue, taxed year, exc. cond.; £215.—Hurstway 1761. [W3813]

1939 Standard 8 saloon; £145; consider £75 down.—7, Radcliffe Rd., Croydon 1508. [C2041]

1948 Standard 8 drop head coupe, excellent order, new hood, 3 months' guarantee; £325.—C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (3 lines). [C1061]

STANDARD 8 June, 1946, de luxe saloon, black, brown leather, total mileage 19,422; price £325.

A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011). [C2015]

1946 Standard 8 saloon, black, excellent condition £350.—Odeon Motors Ltd., Barnet 4100. [C3028]

TANKARD & SMITH, Ltd. offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below.

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery; £240.—97, Peckham Rd., London S.E.15. Tel. Rodney 2051. [C4025]

£225.—1939 Standard 8 drop head coupe, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

STANDARD 8 drop head coupe, 1947 (recellulosed, new hood and reconditioned in July, 1952, at cost of £75), in perfect condition, small mileage; £375.—Tel. Hillside 6691. [W3893]

1948 Standard 8 saloon, black, superb condition; quite unmarked, tyres as new, absolute gem; £375; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20, Tel. Hillside 6671-2. [C1020]

STANDARD 8

£349.—Standard 8 saloon, black, 1948 model, first registered December, 1947, particularly well-kept car.—Stanner Motors, Standard Specialists, 105, Crickwood Broadway, N.W.2. Gladstone 2480. [W3961]

Standard 8 Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

STANDARD 12

1937 Standard 12 recellulosed, etc.; £225.—Below.

1947 Standard 12 saloon, taxed year; £385.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

£200.—1939 Standard 12 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1937 Standard 12, recellulosed, etc.; £225.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

£230.—1938 (Nov.) Standard Flying 12 de luxe saloon, grey, very clean condition; £250 down.—Iray Motors, 183-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

STANDARD 14

1948 Standard 14 saloon, black, blue leather upholstery, excellent condition throughout; £425.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

1948 Standard 14 utility, exceptional condition throughout; £425.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040]

1947 Standard 14 4-door saloon, black, brown interior, very carefully used, excellent condition.—£425.—Kings Motors, 1, High St., Hounslow, Tel. 5332. [C2049]

1948 Standard 14 saloon, grey, red leather, car and tyres excellent condition, very carefully used, private owner; £415.—Lewis, Sandling Place, Maidstone, Tel. 2255. [W3759]

STANDARD VANGUARD

CAR MART, Ltd.

1951 Standard Vanguard saloon, 13,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059]

BOON & PORTER, Ltd.

1949 (March) Vanguard, one careful owner, 43,000 miles, sea mist red leather, exceptional; £460.—Casteinau S.W.13. (By Hamersmith Bridge) Riverside 4444. [C1022]

TOM GARNER, Ltd., offer:—

1952 Standard Vanguard saloon, comet blue with red upholstery, 2,000 miles only; £795.

1953 Standard Vanguard Phase 1 saloon, grey with grey upholstery, 200 miles only; £850.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 5265-67. [C2020]

K. AR SALES OF EOHAM offer:—

1951 Vanguard, showroom condition radio heater; £705.—High St., Egham 5151-2. [C2056A]

GUY HALMON AUTOMOBILES offer:—

1950 Standard Vanguard estate car, 19,000 miles, used privately, immaculate condition; £665.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. [C4001]

£599.—1950 Vanguard saloon de luxe; choice 2; in excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMB'S, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C2052]

1953 Standard Vanguard Phase II saloon, 150 miles only, Green & Zonis, Ltd., 246-52, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028]

1950 Standard Vanguard Estate car, 24,000 miles, one owner fitted radio, heater; £625.—Anthony Crook Motors, Ltd., Caterham 2252. [C1063]

1952 Standard Vanguard saloon, one owner, in first-class condition; £650.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 5456. [C1077]

1952 (May) Standard Vanguard, grey/red leather, 4,000 miles, carefully run-in by engineer owner; £720.—Hill, Grovesend, Thornbury, Glos. 3797. [C2052]

VANGUARD, 1951, immaculate, grey cellulose, perfectly maintained since new; loose covers; £585.—Carr Bros., Garages, Ltd., Purley, Surrey. Uplands 4812. [C1041]

NAYLOR & ROOT.—1950 Standard Vanguard saloon, duo grey, heater, low mileage; £385; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022]

1952 Standard Vanguard saloon, dark green, radio heater and leather, 12,000 miles; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames 1165. [C1016]

VANGUARD from 1950, in excellent condition all-round; first £335 secure, terms.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. Sheffield 4521-2. [W3975]

VANGUARD, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £595.—Bartlett, 27a, Penbridge Villas, W.11. [C1013]

STANDARD VANGUARD

£565.—1950 (October) Standard Vanguard, maroon, radio and heater, one owner, as new; another without radio, £345.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

1951 Vanguard, grey, radio, heater, leather, one owner, 12,000 miles; £845; trade and part exchange enquiries invited.—G. F. Morley, Ltd., 34, Streatham Hill, S.W.2. Tulsa Hill 4488. [C3016]

1952 Standard Vanguard Estate, low mileage, one owner, radio, heater, covers, leather, overdrive, regularly serviced by Standards; £935.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006]

1949 (Oct.) Standard Vanguard saloon, grey, fitted heater, fog lamps and wing mirrors, immaculate condition; £515; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20, Tel. Hillside 6671-2. [C1020]

£595.—Special Vanguard Tickford convertible, 1950, scarce and very attractive specimen with the comfort of a saloon yet quickly converted to an open type car, all de luxe features, leather upholstery, heater, etc.; also Vanguard saloons 1949-1952, from £485.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

695 ins.—Standard Vanguard, 1952 model saloon, comet blue, blue upholstery, push-button radio, heater, one careful owner, small mileage, exceptional condition; terms; exchanges; left; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 Vanguard, one owner, leather, heater, mileage 16,000, coachwork indistinguishable from new, spotless interior, faultlessly maintained, sparkling performance, throughout irreproachable, exceptional value; 595ins; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0079-9. [W3906]

Standard Vanguard Cars Wanted

REALLY good second-hand Vanguard estate required.—Cobb, 30, Harley House, London, N.W.1. [W1066]

STANDARD Vanguard required, under 10,000 miles.—Cass's Motor Mart, Euston 4110 & 5523. [W1040]

C. A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Standard Vanguard.—May. 3091. [W3043]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulsa Hill 2676. [W3016]

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Croydon 6089-9. [W0052/R]

ARCHIE SIMONE & Co., Ltd.—1939 Standard 8 drop head coupe, colour black, whole car in excellent condition; £225.

1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £395.—94, Gt. Portland St., W.1. Lan. 1343. [C4015]

Standard Miscellaneous Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [W0975/R]

R. ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [W0118/R]

STANDARD in good condition for cash.—Tel. Valence 1086 or 4674. [W2018]

MARSTON MOTOR CO., Ltd., for your Standard.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham 10181/R. [W0181/R]

STANDARD 12 or 14 coupe wanted, best condition.—J. Osborne, 23, Selsey Rd., Donnington, Chichester, Sussex. [W3650]

WHY accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Crickwood Ltd., 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. [W2008]

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maiden Vale 9114 (10 lines). [W0181/R]

KJ MOTORS, Ltd., for spares, reconditioned units, Gilling agents.—Bromley, Kent. Rav. 3456. [W0367/R]

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 3. Tel. 29639. [W0301/R]

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [W0463]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service
STANDARD and Triumph spares and service, replacement units—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [C0247]

STANDARD spares, all models from 1955; replacement units: complete overhauls, reconditioning—Putlocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5911]

STANDARD spares for all models; largest provincial stockists—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [C0559/R]

STANDARD spares all models from 1954 by return of post; genuine factory replacement engines 1958 onwards; quote commission number when ordering—WHITES GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [C0475/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—39-45, Eden St., Kingston. Kio 3151-4. [C0286/R]

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all standard and Triumph spares from 1952 onwards; engines a speciality. [C0195/R]

SPINKS (TWICKENHAM), Ltd., 85-101 Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines, retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7, Telegrams: Spinks, Twickenham. [C0544/R]

HALLS (PINCHLEY), Ltd., have a comprehensive range of standard spares for immediate delivery and also reconditioned standard exchange engines from 1959 onwards guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3, Finchley 5908/9. [C0052/R]

STUDEBAKER

1939 Studebaker Commander saloon, good order; bargain £235. [C0161]

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley £236 (3 lines). [C0161]

REPAIRS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3, Prim. 6159. [C0959]

SUNBEAM

23hp Sunbeam Tickford saloon, grey, radio, excellent condition; £195.—Tickford, Ltd., 8, Upper St., Martin's Lane, W.C.2, Temple Bar 3338. [C04029]

£125.—Sunbeam Speed 20 saloon, 1954, black and grey, large luggage boot, Ace discs, two spares, good tyres, battery, bumper.—Derrington, 150-161, London Rd., Kingston, Kingston 5621-2. [C1071]

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4, Tel. 4595. [C0515/R]

SUNBEAM-TALBOT

CAR MART, Ltd.,

1951 Sunbeam-Talbot 90 saloon, heater, 15,000 miles; £850.—Car Mart, Ltd., 520, Euston Rd., N.W.1, Euston 1212. [C1039]

B J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, immaculate condition, positively unmarked, £675. [C0240]

B J. HUNTER, Ltd., 22, Grickleswood Broadway, N.W.2, Gadsstone 6303. [C0240]

GLANFIELD LAWRENCE offer:—

1950 Sunbeam-Talbot 90 saloon, green, one owner, 15,000 miles only heater exceptionally nice throughout, £725.—407, High Rd., N.12, Finchley 0991. [C02553]

CHARLES FOLLETT, Ltd., offer:—

1952 Sunbeam-Talbot 90 sal., black, one owner, 2,100 miles only, loose covers, as new; £1,125. [C02020]

18 Berkeley St., W.1, Mayfair £266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Egin Ave., W.9, Cunningsham 5936. [C04020]

J. DAVY of Wes. 9641 and Ken. 1108.

3500 miles.—1952 Sunbeam-Talbot 90 sun saloon, immaculate condition, £985. [C1069]

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, radio and heater, satin bronze, 7,000 miles; £1,075. [C04045]

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C04045]

HOLMES & SMITH, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, black/red, new and unregistered, factory mileage, £1,195.—459, London Rd., Westcliff-on-Sea, Southend 43674. [C0345]

GUY SALMON AUTOMOBILES, offer:—

1953 Sunbeam-Talbot 90 drop head coupe, metallic grey, red leather, 800 miles, as new; £1,255. [C04001]

1951 Sunbeam-Talbot 90 sports saloon, blue/beige leather, genuine 18,000 miles from new, one very careful owner, radio and heater, in faultless condition throughout, £855.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C04001]

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1946 Sunbeam-Talbot 10hp sports 4-door saloon, metallic grey, hide upholstery to match, heater, detender, twin headlights, taxed, excellent throughout; £555.—The Broadway, Mill Hill, N.W.7, Tel. Mill. 2040. [C03012]

SUNBEAM-TALBOT

BROOKLANDS.—Individuality, new and used cars.

1952 Sunbeam-Talbot 90 saloon, 6,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 Sunbeam-Talbot saloon, 11,000 miles; £1,000.

8 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

1952 series Sunbeam-Talbot 90 saloon, grey; £995.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1, bus 6611. [C03025]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1951 Sunbeam-Talbot 90 saloon, bronze, red leather upholstery, speedo reading 15,000 miles, heater, radio, loose covers, Ace rimbladders, immaculate condition; £895. [C1001]

1951 Sunbeam-Talbot 90 saloon, one owner, genuine low mileage, faultless; £875.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., Mayfair, London, W.1, Regent 2954-4. [C03052]

10hp Sunbeam-Talbot sports saloon, 4-door, 1959, spotless, in metallic grey.—45 Shirehall Park, N.W.4, Hendon 1648. [C03052]

1950 Sunbeam-Talbot 90, as new, £645.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C02050]

1948 Sunbeam-Talbot 10 saloon, black, brown; £550.—Peter Hancock Car Sales, 104, High Rd., Chiswick, W.4, Chiswick 3725/5870. [C1014/1]

1950 (June) Sunbeam-Talbot convertible coupe, mileage 27,000, colour green, puncture-proof Goodyear tubes, one owner and carefully maintained; £675.

F. N. MORGAN & Co., Ltd., 25, City Rd., Cardiff. [5864]

1951 (June) Sunbeam-Talbot 90 saloon, red, every extra, 15,000 miles, original tyres, spare unused, checked Rotes, £525.—Walton-on-Thames 4949. [5950]

1952 Sunbeam-Talbot 90 MK II drop head coupe, satin bronze, red leather, heater, stage I tuning, very fast superb condition; £1,050.—Limpfield Chart 2205. [3762]

1950 (Sept.) Sunbeam-Talbot 90 drop head coupe, excellent condition throughout, £695.—Peter Hancock Car Sales, 104, High Rd., Chiswick, W.4, Chiswick 3725/5870. [C1014]

£777!!!—1951 Sunbeam-Talbot 90 sports saloon, magnificent bodywork, interior excellent and small mileage, bargain price; 3 months guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423 High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C03052]

JACK ROSE, Ltd., offer 1950 (Sept.) Sunbeam-Talbot 90 saloon in grey, one owner, very well maintained, any examination; accept £695.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C03056]

1952 model Sunbeam-Talbot 90 convertible, bronze, red leather upholstery, one owner, various special features, low mileage, £695.—Alexander Engineering Co., Haddenham 345, Bucks. [3856]

1940 Sunbeam-Talbot 4-litre saloon, black, taxed year, recent complete works overhaul, in first-class condition throughout, £450; terms, exchanges.—Motor House, Stouiton, Tel. Perpetua 275. [3755]

ROSE & YOUNG, Ltd., offer 1951 Sunbeam-Talbot 90 drop head coupe, immaculate condition, metallic green; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C03057]

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1949 steel grey with interior to tone, attractive appearance and a performance which is really exceptional, excellent tyres, recent engine inspection, de-choke, etc.; £575.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1950-9, excellent mechanical order with bills for recent engine reconditioning, coachwork now undergoing respray in our own workshops; £295.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1959, in bronze with fawn leather, an attractive example, recent mechanical reconditioning, bills for £80 overhaul, etc.; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, late 1949, bronze, red leather, moderate mileage and in excellent mechanical order; £635.

CAMDEN MOTORS.—Sunbeam-Talbot 90 drop head four-seater coupe, 1950, pastel green, condition almost as new in every respect; £695.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1951 big engine model, green, fawn, built-in heater and seat covers, late property of local solicitor and J.P.'s bills, etc., available for regular servicing by distributors; £875.

CAMDEN MOTORS.—Sunbeam-Talbot 90 drop head four-seater coupe, 1952, registered within the year, fitted radio, a very beautiful car, £895; also a 1952 saloon, only seven months' old.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1039]

1951 (July) Sunbeam-Talbot 90 drop head four-seater coupe, bronze with red hide, really exceptional chassis, fitted heater, excellent tyres and battery, £620; terms or exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15, New Cross 2565. [3966]

TANKARD & SMITH, Ltd., offer: 1951 Sunbeam-Talbot 90 convertible, colour bronze with red leather upholstery, one owner, fitted heater, immaculate condition throughout, £650; three months' written guarantee.—194-196 Kings Rd., Chelsea, S.W.5, Fxman 4801 2/5. [C04026]

SUNBEAM-TALBOT

895 gns.—Sunbeam-Talbot 90 1952 sports saloon, black sliding head, fawn leather, push-button radio, heater, one careful owner, moderate mileage, new Dunlop tyres exceptional condition, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C04018]

Sunbeam-Talbot Cars Wanted

CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520 Euston Rd., N.W.1, Euston 1212. [C0516/R]

R ROOTE, DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3335).

CANTERBURY.—(Canterbury 3232).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. [C0111/R]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3, Ham. 6041. [C04018/R]

GUY SALMON AUTOMOBILES

PURCHASE Sunbeam-Talbot.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C04001]

PHOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey, Vigilant 1121. [C03044/R]

SUNBEAM-TALBOT 90 required, under 10,000 miles, Cass's Motor Mart, Euston 4110 & 3523. [C01040]

WALTON GARAGE (STAFFORD) Ltd., will buy for cash.—Walton, Stafford, Milford 238. [C0857/R]

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnersley St., Wilton Place, London, S.W.1, Biscane 5424. [C03045]

£800—£850 cash waiting for best Sunbeam-Talbot of similar car offered.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [C03016]

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibson's Sports Cars (Christchurch), Ltd., Lardhurst Rd., Christchurch, Hants, Tel. 1681. [C1441]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham. 2. [C0089/R]

CRIPPS of Nottingham urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [C0465/R]

TALBOT

295 gns.—Talbot 10 1958 sports saloon, black, sliding head, brown leather, Ace discs, good tyres, excellent condition, taxed, terms, exchanges.—Rowland Smith, below.

265 gns.—Talbot 10 1958 four-seater drop head coupe, grey, grey leather, very good condition (taxed); terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C04018]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3, Ham. 6041. [C04018/R]

Talbot Spares and Service

PRESLECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [C0743]

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon, The 2022. [C0808/R]

JOHN BLAND for Talbot, new water manifolds and pump in stock.—27, Southfields Rd., S.W.15, Vandyke 1612.

LARGE stocks new and second-hand Talbot spares, 1929-36 (including ambulances)—Clare's Motor Works, 260 Knights Hill, London, S.E.27, Gipsy Hill 0132. [C0864/R]

TRIUMPH

CAR MART, Ltd.,

1951 Triumph Renown saloon, 12,000 miles; £845.

1949 Triumph 2000 Roadster, 8,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434. [C1039]

WARWICK WRIGHT, Ltd., offer:—

1952 Triumph Mayflower saloon, heater, below 5,000 miles; £595.

WARWICK WRIGHT Ltd. 150, New Bond St. W.1, Mayfair 9761. [C0431/R]

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

TRIUMPH

TOM GARNER, Ltd., offer:-

1949 Triumph 2000 razor-edge saloon, black with beige upholstery, 25,000 miles; £495.

1951 Triumph 2-litre Renown saloon, maroon with beige upholstery, heater, overdrive, 6,500 miles only; £395.

1953 Triumph 2-litre Renown saloon, gunmetal with grey leather, heater, radio, 200 miles only; £1,245.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

PHILLIP RICKARDS, Ltd., offer:-

1952 Triumph Mayflower saloon, grey, 5,000 miles; part exchanges, deferred terms.-4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

H. A. SAUNDERS, Ltd., of Worcester,

100 miles only.-Triumph Renown saloon, black with beige leather, radio and heater, £1,195.

AUSTIN House, Worcester. Tel. 2368. (C4005)

SLOCUMBS, Ltd., Willenden 4869.

1948 Roadster 1800, in black with new hood, fitted radio and heater and in fine order throughout; £545, or insured h.p. terms, part exchanges, cars or motor cycles, we close at 7.30 p.m., write, call or telephone.-Slocumbs, Ltd., 38-52, Dudden Hill Lane, N.W.10. (C4017)

LATE 1948 Triumph Roadster 1800, grey, excellent condition; £575.-Tel. 9-10 a.m. Prospect 3255. (3880)

1953 Triumph Renown, grey, radio, heater, 300 miles.-Pickett, Harold Rd., Maygate, Thanet 20401. (3910)

1950 (Dec.) Triumph Renown, black/beige leather, loose covers fitted, wireless and heater, 21,000 miles only; £750.

DOUGLAS CAR SALES 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. (C1075)

1949 Triumph Roadster 2000, grey; £630.-Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1952 Mayflower saloon, 6,000 miles, leather trim, heater, as new; £625.-C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. (C3043)

CARR'S MOTOR MART.-1949 Triumph 14hp saloon, in black, carefully used, one owner; £675, written guarantee.-5, Warren St., W.1. Euston 4110. (C1040)

1951 Triumph Renown, immaculate condition, mileage 11,000, heater, etc.; £625.-Woffenden, Clifton Down Rd., Bristol, 8. Tel. Bristol 97909. (3862)

1952 (July) Triumph Renown saloon, black, radio, heater, exceptional condition; £695.-H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821/2. (C3040)

1938 Dolomite 1½, black saloon, lovely condition, engine 1,000, heater, radio, reconditioned; £260.-Constable, 36, Marlborough Rd., Blackpool. (3848)

NOV. 1951 Triumph Renown, metallic grey radio, heater, seat covers, private owner, practically as new, 8,500 miles guaranteed, taxed £225 o.n.e.-Box 7581. (3804)

1950 Triumph Renown saloon, radio and heater; £695.-Crittall & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 558. (C1027)

1949 Triumph 2000 Roadster, grey/grey leather, very low mileage, radio and demisters; £675.-Taylor & Crawley, 48, Kensington Court, W.8. Western 9215. (C4036)

1951 Triumph Renown, immaculate condition throughout, 18,000 miles only taxed; £775.-R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Maidenhead 3451-2. (C3011)

1950 (November) Triumph Renown, black, one careful owner, excellent condition throughout, taxed December 1952; £755.-Logsdons Garage, Ltd., Royston, Herts. Tel. 2281. (2959)

ROY'S offer: 1939 Triumph 1½ sports drop head four-seater, some coupe, elegant, sound and fast; £350, h.p. and exchanges.-Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

£795 1951 Triumph 2000 Renown saloon, 1951 model, fitted heater, etc., a one-owner car of beautiful appearance and in most outstanding mechanical order, guaranteed in writing.

£595 1951 Triumph 2000 Roadster, 1949, in bronze with very attractive leather upholstery to match, fitted pashlights, twin wing mirrors, windscreen heater, etc., excellent tyres and in outstanding mechanical order.

CAMDEN MOTORS Leighton Buzzard, Beds. Tel. 2041.-Open till 8 p.m., write for catalogue. (C1035)

1952 Triumph Renown saloon, first regd. 12.3.52, grey with grey leather, overdrive, radio, heater and spotlights, first-class condition; £925.-Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C3053)

ROSE & YOUNG, Ltd., offer: 1951 Triumph Renown saloon, low mileage, immaculate condition throughout, metallic silver; £785.-65-68, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. (C3057)

WALTER SCOTT, Ltd.-1951 (Sept.) Triumph Renown, grey/grey leather, heater, speedometer, 31,000 miles, meticulously maintained by one owner, quite indistinguishable from new car costing £1,311; £825, taxed December.-39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5914. (C4006)

Triumph Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Triumph cars.-320, Euston Rd., N.W.1. Euston 1212. (0974/R)

R ROWLAND SMITH'S, The Car Buyers.-Highest cash prices for Triumph.-Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

GUY SALMON AUTOMOBILES

PURCHASE Triumph.-Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (W4001)

SLOCUMBS, Ltd., Willenden 4869.

WE wish to purchase clean and genuine Triumph cars.-38-52, Dudden Hill Lane, N.W.10. (W4017)

1950-52 Mayflower urgently required.-Waxlow 2643. (W2057)

TRIUMPH in good condition for cash.-Tel. Valentine 2098 or 4574. (W2018)

TRIUMPH required, under 10,000 miles.-Cass's Motor Mart, Euston 4110 & 3523. (W1040)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.-Walton, Stafford. Milford 293. (0858/R)

MARSTON MOTOR CO., Ltd., for your Triumph.-Tel. Sta. 8000.-Seven Sisters Rd., Tottenham, N.15. (0182/R)

PERFORMANCE CARS urgently require Triumphs.-Great West Rd., Brentford, Middlesex. Ealing 8841; or-

107 New Cavendish St., Great Portland St., W.1. Museum 8221. (W3041)

£850 cash waiting for best Triumph or similar car offered.-34, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

1948 Triumph Roadster, must be in perfect condition.-Kings Road Garage Co., Ltd., Kings Rd., St. Anne-on-Sea, Lancs. Tel. 670-1-2. (3778)

H. F. EDWARDS urgently require good Triumph for immediate cash, distance no object.-Details please to 200, Great Portland St., London, W.1. Langham 0012. (W2005)

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.-Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.-Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). (0397/R)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.-161, Great Portland St., London, W.1. Lan. 7735. (0143/R)

TRIUMPH spares for all post-war models, largest provincial stockists.-Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Cowgry Bay (Tel. 3327). (0355/R)

UTILITY CARS

SCOTT CARS offer:-

1952 Hereford utility, in perfect condition; £665.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-6676. (C4016)

JACK STONE & SON offer:-

1950 Vanguard 5-seater, metal body; 1950 Vanguard estate car; 1949 Ford V8 7-seater; 1946 Hillman 10 5-seater, metal body; 1940 Bedford 5-seater, metal body; wooden utility bodies built to your own specifications, £155; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.-221, Upper Richmond Rd., Putney 1054-5, 2276-7. (C4021)

R. ROWLAND SMITH'S for Utility cars.

425 cns.-Jowett Bradford, November, 1951, utility de luxe, Catalina tan, chromium plated fittings, sliding glass side windows, one careful owner, 13,000 miles good tyres, exceptional condition, taxed; cost £725; terms; exchanges.-Rowland Smith, below.

325 cns.-Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed; terms; exchanges.-Rowland Smith, below.

165 cns.-Jeep (Ford), registered August, 1948, coachbuilt utility, maroon, bench seat, drop tail-board, spare wheel, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube). (C4018)

AUSTIN A40 Countryman, registered January 1951, moderate mileage; £595.

GEORGE NEWMAN & Co., 369, Euston Rd., London. N.W.1. Euston 4466. (C3023)

FIRST registered 1946 Humber 4-door Utility, excellent condition; £255.-Below:-

UNREGISTERED Jeep fitted attractive metal body; £165.-Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6677-8. (C2043)

1952 Bradford utility, 9,000 miles, one owner; £400.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

1953 (Feb.) Bedford Dormobile, with many extras, 3,200 miles.-Ernest Sutton, Weybridge 600. (C4023 1)

UTILITY CARS

£695 1951 Hillman Minx Estate car, grey, brown upholstery, 12,000 miles, immaculate. (C1070)

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266.

1953 (April) Austin A40 Countryman, 800 miles only, fitted heater, taxed year, literally as new; £795.

E. D. ABBOTT, Ltd., Farnham, Surrey. Tel. 6282. (3903)

1949 Bradford utility, very sound; £295.-Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

HILLMAN utility (December 1947), excellent throughout, taxes, taxed; £435.-Bruce France, 88, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

1952 (Feb.) Standard Vanguard Estate car, 9,000 miles, radio, leather, heater, taxed year, faultless.-Ernest Sutton, Weybridge 600. (C3023)

BRADFORD utilities for sale serviced by us; main agents since 1922.-Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. (0621/R)

1953 Hillman Minx estate, 3,000 miles, heater, taxed year, as new; £845.-Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

1953 Rolls-Royce 25hp, fitted new estate shooting brake lavishly finished; offers invited under £1,050.-Frank Dale, 27, Hereford Sq., S.W.7. Fire 3789. (C1067)

ROY'S offer: Two good utilities, 1940 Austin £135, 1937 Ford £115, H.P. and exchanges.-Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

1949 Ford 10hp wooden utility, splendid condition, £350; also 1941 Ford V8 22hp 6-str. utility, bargain £250.-A.Z. Motors, Palmerston Rd., N.W.3. Mat. 4723. (C1011)

1951 Austin A40 Countryman, fitted standard Austin wood body, one owner, literally as new; £750.-Peter Bantuck Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

1950 (May) Humber Super Snipe utility (factory built) 8/9-seater, 4 doors, radio, extras, 21,000 miles, five overdrive tyres like new direct from original owner; listed £1,600; price £795.-Harold Simons, Ltd. 397-401, High Rd., East Finchley, N.2. Fin. 0052-53 (Junction North Circular cross-road). (C4065)

Utility Cars Wanted

ROWLAND SMITH'S, The Car Buyers.-Highest cash prices for Utilities.-Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

WHY accept less for your utility or estate car when you get its full market value from Ferraris of Crickwood, 200-220, Crickwood Broadway, N.W.2. Gladstone 2234. (W2004)

VAUXHALL 10

VAUXHALL 10, grey, red leather, reconditioned engine, perfect; £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. (C3005)

VAUXHALL 10, 1946, extremely economical, immaculate, heater, radio; £395.-Carr Bros. Garages, Ltd., Soho Garage, 21, Soho Sq., W.1. Car. 6678-9. (C1061)

£285 1939 Vauxhall 10 4-door de luxe saloon, excellent condition.-G.P. (Batham), Ltd., 20, Batham Hill, S.W.12 (100 yards Capham South Tube). Batt. 1107-8-9. (C2024)

Vauxhall 10 Cars Wanted

ROWLAND SMITH'S, The Car Buyers.-Highest cash prices for Vauxhall 10.-Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

VAUXHALL 12

1939 Vauxhall 12; £295.-88, Albana 2050. (C2012)

1939 Vauxhall 12 saloon, radio, excellent; £285, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1939 Vauxhall 12 saloon, taxed, excellent, guaranteed; £260; payments.-Vaughan, 17, Astwood Mews, E.W.7. Fro. 1319. (C4058)

1939 Vauxhall 12 saloon, guaranteed; £255; payments.-Oldfield, 356, Kensington High St., W.14. Wes. 6631. (C3069)

FOR sale, 1940 Vauxhall 12hp, reconditioned engine, resprayed, good condition; £265.-View, Sevenoaks; no dealers. Tel. Royal 2644. (3818)

VAUXHALL 14

ALLAN TAYLOR MOTORS, Ltd., offer:-

1938 Vauxhall 14hp saloon; £225.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. (5 lines). (3148)

VAUXHALL 14 1948 J, 7,500 miles since reconditioned engine and respray.-Best offer to Box 7584. (3808)

1939 Vauxhall 14 J type 4-door saloon, reconditioned engine, excellent condition throughout; £365.-Kings Motors, 1, High St., Hounslow, Tel. 3552. (C2044)

ROY'S offer: 1935 Vauxhall 14 touring saloon, recon. engine, etc.; £255, hp and exchanges.-Roy's Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

325 cns.-Vauxhall 14, 1939 4-door 5-seater utility, natural wood body, glass all round, rear entrance, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

TOM GARNER, Ltd., offer:-
1953 Vauxhall Velox saloon, green with green upholstery, 300 miles only; £965.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6-7. [C2020]
J. HUNTER, Ltd., offer:-

1953 Vauxhall Wyvern saloon, very low mileage, late property of well-known enthusiast.
1949 Vauxhall Velox saloon, fitted radio, heater, one owner since new; £550.
B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6305. [C2040]
KAR SALES OF EGHAM offer:-

1949 Wyvern; £550.-High St., Egham 3151-2. [C2056A]
1952 (Oct.) Vauxhall Velox saloon, 4,500 miles, sq. engine; £595.
1952 Vauxhall Wyvern saloon, 10,000 miles, heater; many extras; £850.-Green & Zonis, Ltd., 246-52, Deansgate, Manchester, 5. Tel. Deansgate 5525-6. [C2028]

1952 (Sept.) Vauxhall Wyvern saloon, low mileage, as new throughout; £850.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [C2055]

1950 Vauxhall Velox saloon, excellent condition throughout; £575.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3038]

1950 Vauxhall Velox, one owner, very well maintained.
ARLINGTON MOTOR CO., Ltd., High Rd., Waltham Cross, Herts, Tel. Waltham Cross 2760. [3872]

£695 - 1951 Vauxhall Velox, green, green upholstery, recorded mileage 12,000, fitted heater, loose covers.
DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266. [C1070]

1952 Vauxhall Velox 18hp, grey with grey interior, nominal mileage, excellent condition; £825.
Below.

1950 Velox, grey with red leather, fitted heater, screen washer and fog lamps, 9,000 miles only, excellent condition; £655.-Robbins, East Putney, Tel. 4581. [C3010]

1950 model Velox, black, heater, low mileage, immaculate; £595.-Jack Posner (Autos), 595, Hendon Way, N.W.4, Hendon 1425-4. [C3063]

1949 Vauxhall Velox, perfect condition, colour grey; £525.-Broadway Motor Co., 5-15, Russell Rd., Wimbledon, S.W.19, Liberty 2494. [3429]

£555 - 1950 Vauxhall Velox de luxe, radio, heater, immaculate, low mileage; G.P. (Balmi), Ltd., 2c, Balham Hill, S.W.12, (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024]

1949 Vauxhall Velox, radio, heater, taxed year, splendid condition throughout and ready for immediate use; £495 & 5. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

PRIDE & CLARKE, Ltd. - 1950 Vauxhall Wyvern saloons, blue/brown (17,000 miles) or green/brown (25,000 miles), one owner, radio, heater; choice three from £549, three months' guarantee; terms, exchanges; lists - Stockwell Rd., S.W.8, Brixton 6251. [C3066]

1950 model Vauxhall Velox, grey, red leather, motor, lunch mats, one owner, a magnificent motor throughout; £565; exchanges, hire purchase - E. & H. Motors, 1464-B, High Rd., Westons (Finchley), London, N.20, Tel. Hillside 6671-2. [C1020]

KENT - 1951 series Vauxhall Wyvern saloon (registered December, 1950) finished in blue with brown leather upholstery; heater; a low mileage one-owner car of the highest appearance and outstanding example; written guarantee; £595; terms, exchanges - H. F. Edwards, 19, Seabrook Rd., Hythe, Kent Tel. Hythe 6751. [C2059]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls
IT is important that the car you purchase is in excellent condition.
SELECTION of such modern Vauxhalls at
4-6 Berkeley Sq., W.1, Grosvenor 4328. [0017/R]

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edware Rd., London, W.2, Paddington 0022 (12 lines), Vauxhall main dealers.

***1946** Vauxhall 14½, black, brown leather H.M.L. recent reconditioned engine, new tyres, regularly serviced by us in good mechanical condition.

***1950** Vauxhall Velox, completely reupholstered, black leather upholstery, mechanically sound.

***1950** Vauxhall Wyvern, green, fitted radio, heater and seat covers, one owner, car of moderate mileage, supplied by H.M.L. new and regularly maintained by us to date.

***The above cars are under the bonus Vauxhall scheme; i.e. bonus H.M.L. rebuilt engine within two years or 40,000 miles.**

ALWAYS a good selection of used Vauxhalls in stock, at H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 737 - Gregory's of Uxbridge. [0059/R]

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla 9807), always have a fine selection of post-war Vauxhall models carry full warranty; your inspection invited. [0285/R]

Vauxhall Miscellaneous Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Vauxhall cars.-150, Park Lane, W.1, Grosvenor 5431. [0675/R]

7-SEATER private 1957/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Vauxhall Miscellaneous Cars Wanted

SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.

4-6 Berkeley Sq., W.1, Grosvenor 4328. [0018/R]

ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Vauxhalls.-Hamstead (Tubel), N.W.3. [W4018/R]

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.-Walton, Stafford, Milford 293. [0859/R]

VAUXHALL in good condition for cash.-Tel. Valentine 2098 or 4674. [W2016]

VAUXHALL required, under 10,000 miles.-Cass & Motor Mart, Euston 4110 & 5523. [W1040]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.-Tel. Waltham Cross 2760. [0612/R]

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase post-war 12hp and 14hp J type Vauxhall saloons of reasonable mileage. [W3045]

MODERN low-mileage Vauxhalls 10, 12 and 14hp cars urgently wanted write or call.-Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5, Fremantle 6373. [0479/R]

H. F. EDWARDS urgently require good Vauxhall for immediate cash, distance no object. Details please to 200, Great Portland St., London, W.1, Langham 0012. [W2005]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately - Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edware Rd., London, W.2. Call, write or Tel. Paddington 0022. [W2052/R]

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TRIAXION - Established over 30 years, the first with a reputation for reliability and quality workmanship, offers the undermentioned services on Vauxhall cars and vans.

TRIAXION - Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

TRIAXION - Differential units exchanges service on all Vauxhall cars and vans.

TRIAXION - Gear boxes, reconditioned units on exchange plan, for all 10 12, 14DX, J, 25hp and BYO JCV models, stock deliveries.

TRIAXION - Suspension units, exchange or outright sales, immediate deliveries, our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee available for 10, 12 and 14hp, DX and J types.

TRIAXION - Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries will be met.

TRIAXION - Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models; brand new; just received from factory.

TRIAXION - Aerodrome Rd., Watford Way, Hendon, N.W.4, Hendon 7605-6. [0687]

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturer's repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturer's list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:-

BEDFORD House, 380-388, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). [0205/R]

BROADWAY MOTOR CO.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 5-15, Russell Rd., Wimbledon S.W.19, Liberty 2494-5-6, Stores; Liberty 6569. Grams: Autopure Wimbale London. [0635/R]

KJ. MOTORS, Ltd., for spares, accessories, exchange units, - Broxy, Kent. Rev. 5456. [0535/R]

VAUXHALL guaranteed service units, delivery ex-stock all models from 1935, gear boxes, diffs, suspension units.-G. E. Neville & Son, Ltd., Mansfield, Tel. 362. [1604]

SKURRAY'S, Ltd., Swindon - Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.-Swindon, Wilts, Tel. 2266. [0965/R]

VETERAN CARS

WELHAM Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873.-Buy and sell pre-1914. [0201/R]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey
THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises.-Tel. Ripley 2561. [0573/R]

RICHARDS & CARR have a rapidly changing stock of good condition Volkswagens.-35, Kinnersley St., Wilton Place, London, S.W.1, Shone 5424. [C3045]

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.-Valentine 2098 or 4674. [W2016]

VOLKSWAGEN required.-Richards & Carr, 35, Kinnersley St., Wilton Place, London, S.W.1, Shone 5424. [W3045]

V & F MONACO MOTORS - The Volkswagen buyers - 3a Wetherby Meads, Earls Court, S.W.5, Fro. 4675. [0500/R]

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Wellbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0855/R]

Whitely-Overland Spares and Service

JACK OLING & Co., Ltd., Wholesale and Retail Distributors for the United Kingdom, Andover House, North Audley St., W.1, Mayfair 5242. [05050/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.
1951 Wolseley 6/80, met. grey, 26,000 miles, one owner.

1950 6/80 saloon, black, 18,000 miles, in excellent condition, also another in mountain grey.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1, Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Faxman 8181). [C4046]

ELITE MOTORS offer:-
1937 Wolseley 14½ saloon de ville, one owner since new, recent £95 mechanical overhaul, amazing condition, first offer of £325; another 1937 Wolseley 14½ saloon, £295.

ELITE MOTORS, 951-961, Garsatt Lane, Tooting E Broadway, Tel. Balham 3474 (10 lines). [C2005]

H. BEANT & Co., Ltd., offer:-
1939 model 14 60 saloon, finished in black with brown upholstery, in outstanding condition throughout; £565.

1950 (Sept.) 6/80 saloon, very low mileage, the property of one owner since new and outstanding value at £665.-102, London Rd., Kingston-on-Thames, Tel. 3548. [C1061]

PHILIP RICKARDS, Ltd., offer:-
1951 Wolseley 6/80 saloon, grey, radio and seat covers; part exchanges, deferred terms.-4, Brick St., London, W.1, Grosvenor 4328. [C5051]

1935 Wolseley Hornet 4-door saloon; £100.-21, Reynolds Close, N.W.11, Speedwell 1542. [3857]

BEARDS, of Kingston, Wolseley distributors.-Sales, repairs and repairs.-102, London Rd., Kingston, Tel. 3548. [C5051]

1951 Wolseley 6/80, 19,000 miles, radio and heater, excellent condition.-E.F.S. Motors, Kingston-by-Pass, Esher, Tel. Esherbrook 5000. [C2004]

1939 Wolseley 14½, £255; part exchange, terms arranged.-Kings Autos, 725-727, High Rd., Seven Kings, Tel. Seven Kings 5556. [C2046]

1936 Wolseley 14 saloon, good holiday car; £110, or £60 down, balance by private agreement.-7, Radcliffe Rd., Croydon 1503. [C2041]

ROYAL offer: 1939 Wolseley 14 saloon, good; £295, h.p. and exchanges.-Roya Automobils, Ltd., 127, Parkway, N.W.1, Euston 2700 and 8894. [C3059]

1938 Wolseley 14 de ville saloon, excellent original condition; £265, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4045]

£365 - 1939 Wolseley 25 drop head four-seater coupe, in truly magnificent condition throughout, a very rare body style; £130 down.

£125 - 1935 Wolseley Hornet special drop head four-seater coupe; £65 down.-Bray Motors, 180-184 West End Lane, N.W.6, Hampstead 9499. [C1024]

1950 Wolseley 4 50 sal., heater, beautiful condition; £335.-Smith & Hunter, Ltd., 376, Kensington High St., London, W.14, Tel. Western 2512. [C3019]

1953 Wolseley 4/44, 128 miles; £995.-Silverthorne Motors, Ltd., 1018, Finchley Rd., N.W.11, Meadway 2268 or Euston 7811. [C3041]

WOLSELEY 1946 14hp powerful roomy saloon, in fine order; £450.-Carr Bros. Garages, Ltd., 80, Soho Garage, 21 Soho Sq., W.1, Ger. 6678-9. [C1041]

WOLSELEY 12, 1938, heater and demister, 14,000 miles on new engine and gearbox, perfect running condition, any test; £350.-51, Parkside Gardens, S.W.19, (Wim 0550). [3875]

1950 (June) Wolseley 4/50 saloon, grey, one owner, superb condition; £565; exchanges, deferred terms.-John S. Truscott, Ltd., 175, Westbourne Grove, W.11, Bay. 4274. [C4025]

1947 Wolseley Series 3 10 4 saloon, sliding head, black, good tyres, excellent condition; £425.-Holbrook Motor Co., Ltd., Richmond, Surrey, Tel. Ric. 4014. [C2039]

NAYLOR & ROOT - 1949 Wolseley 4 50 saloon, black, brown hide, heater, attractive and economical; £575; written guarantee, 25, East Hill, Clapham Junction, S.W.11, Batt. 2252. [C3022]

LIQUORSINE, 1950 25hp, partition, forward ocean signals, black mileage 4,000, new condition, immaculate, bargain value, selection low cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

ARCHIE SIMONS & Co., Ltd. - 1950 (Aug.) Wolseley 6/80 saloon, colour black, brown hide upholstery, speedometer reading 14,000 miles, spare unused, one meticulous owner since new, whose car virtually as new £665.-94, Gt. Portland St., W.1, Len. 1545. [C3045]

JACK ROSE, Ltd. - Wolseley agents and stockists, offer 1952 Wolseley 4 50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £695; new 6/80 models in stock, any car in exchange; Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

245 gns - Wolseley Super 6, 1936, 16hp de luxe saloon, blue, sliding head, blue leather, recent £80 overhaul, excellent condition; terms, exchanges; put; open 9-7 week-days and Saturdays - Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4015]

Wolseley 4/50 Cars Wanted

C. M. THE CAR MART, Ltd. wish to purchase Wolseley Four-Pit cars.-150, Park Lane, W.1, Grosvenor 5431. [0721/R]

ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Wolseley 4/50.-Hamstead (Tubel), N.W.3, Ham 6041. [W4018/R]

WANTED 1939 or 1946-7 Wolseley 8hp in good condition Tel. Croydon 4709, or write E. Lean, Tansworth Rd., Croydon, Surrey. [7556]

Wolseley 6/80 Cars Wanted

C. M. THE CAR MART, Ltd. wish to purchase Wolseley Six-Light cars.-150, Park Lane, W.1, Grosvenor 5431. [0722/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Wolsley Cars Wanted

R **ROWLAND SMITH'S**, The Car Buyers. Highest cash prices for Wolsley—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

GUY SALMON AUTOMOBILES

PURCHASE Wolsley—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (W4001)

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295 (0866/R)

WANTED, 1952 Wolsley 4.50, low mileage, one owner, or 1953 4.44, cash or exchange new Hillman saloon, 1,500 miles.—Box 7524. (5743)

7-PASSENGER 1939/1946 private limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

WANTED, Wolsley post-war 18.85 or 6/30, must be reasonable price; no dealers.—Duffield's Garage, Old Catton, Norwich. Tel. Norwich 21906. (5795)

H. F. EDWARDS urgently require good Wolsley for immediate cash, distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2091)

Wolsley Spares and Service

JACOBS & SON

WE specialize in spares and repairs for all models of Wolsley cars.

JACOBS & SON, Mill Garage, Chilwell Rd., South Woodford, E.15. Wansted 0660. (0495)

WOLSELEY spares and repairs.—Ramsey Motors, Ltd., 242-246 High St., Barnet 3280 (0707/R)

G **EARS**, parts, guaranteed gear boxes (incl. N.F.), engines, shock absorbers, repairs.—10, Winchester Mews, N.W.5. Primrose 6159. (0076)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.5 (Fleming 8181), for Wolsley service; complete overhauls, coachwork and reconditioned engines. (0277/19)

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101—Spares, reconditioned units, service and repairs for all Wolsley 1937-1951 models. (0516/R)

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ARE five cast-iron reasons why everybody's going

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1. 200 used cars under £400 always available.
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5. Every machine is plainly marked with price year 5 and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Main & Vale 244 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). (0829/R)

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GATEHOUSE MOTORS

ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Mou. 4441. (0441)

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 9466. (W2023/R)

POST-WAR American convertible or A40 sports required, private.—Woods, Brookside, Acacia Rd., Staines, Tel. '346. (C1030)

POST-WAR or good pre-war car required.—Ashford, The Cottage, Mentmore, Leighton Buzzard, Tel. 2172. (3462)

IMMEDIATE cash waiting for secondhand cars, all types wanted, h.p. accounts settled.—135, High St. South, E.6. Gra. 2530 and 5634. (W4032)

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.9. Bri. 6251. (0740/R)

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolsley—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. (W3022/R)

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AMBULANCES, new and used, large selection.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (M2022)

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FORD 4 by 4 chassis fitted twin beam power-operated Holmes recovery gear; £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6667-8. (C2045)

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HEARSE Supplied at trade prices direct from Builder to Buyer. Catalogues available.

STOCK includes new Austin 16hp and A.70, also Sheerline, Humber and Rolls-Royce.

BODIES Built to your special requirements. Address all enquiries.

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THE superlative hearse coachwork of Arthur Mulliner, Ltd., is available on the new Austin Sheerline i.w.b. chassis, new Humber Pullman chassis and the 16hp Austin chassis; full particulars and photographs gladly supplied on request.—Arthur Mulliner, Ltd., Bridge St., Northampton, Tel. 907. (M3019/R)

A&S Now display (Ready Service) Highest quality modern Hearse. Illustrated brochure despatched.

AUSTIN Sixteen—latest 4-Bearer Deck also 3-door 6-Bearer exclusive design, lavish equipment, reasonable cost.

HUMBER latest streamline 3-door 6-Bearer, exclusive design, lavish equipment, bargain value.

ROLLS-ROYCE 1955 Phantom II 6-Bearer 1953 R streamline Coachwork, magnificent outfit, £1065. Also Phantom II with 1953 streamlined 5-door 6-Bearer Coachwork, lavishly equipped, MS. Series chassis. 59,000, original private owner, bargain.

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LFE AND SAUNDERS, Funeral Trade Coachbuilders, A Providence Court, North Audley Street, Mayfair, 2941. (M1006)

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

NEW Bradford Ship 10cwt van; £455/5.5.

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (M4055)

LYNE, FRANK & WAUSTAFF, Ltd., offer:—

MORRIS Commercial 10cwt new town van, finished blue, complete with interior fittings; £650.

1945 Morris 10cwt van reconditioned throughout, one owner. (E19)

LYNE, FRANK & WAUSTAFF, 5-5, Crouch End Hill, N.8. Mountview 4401. (M2058)

1952 Morris J-type 10cwt van, low mileage; £375.

1939 Fordson 10cwt van; £150; exchanges; terms.—Palmer, 55 York St., Twickenham, Popesgrove 1890-7007.

NEW 4 names 5cwt and 10cwt vans available immediately.

ARTHUR E. GOULD, Ltd., 290-2, Regent St. W.1. Tel. Langham 1594/5. (0102/R)

1951 Morris J type, 6,000 miles, as new; £395.—Mansfield Autocar, Ltd., Euston 2567. (C5001)

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane Harrow, Tel. 6225/6. (0284/R)

AUSTIN A40 10cwt van, blue, unlettered, one owner, excellent condition; £390.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (M4004)

FORD 5cwt van, new, £315/5/2, ex wks; also 10cwt van, new, £415/12/3, ex wks.—The Goldings Park Motor Co., Basingstoke, Tel. 241. (3236)

ROY'S offer: 1950 Morris 10cwt plain maroon van; £235; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. (C3059)

JOWETT Bradford van, in primer, immediate delivery, £435/10 ex wks.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (M1027)

CHEVROLET 4 by 2 15cwt truck in really excellent condition, good tyres, £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2045)

1948 Ford 8 gvw van, excellent order throughout, original owner, taxed year; £195; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). (C3055)

1941 Austin 10 canteen or gvw van, reconditioned engine; gift, £150! Also 1940 Ford 8 (latest style) proper gvw van, excellent condition; £150!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (M1011)

1953 Bradford 10cwt van, unpainted, 1,000 miles only, passenger's seat, taxed Dec.; £375.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (M4004)

1951 (October) Fordson 10cwt van, unpainted, one owner, under 2,500 miles, taxed December, unblemished, £375.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (M4004)

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LONDON CARAVAN Co. Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans. R.A.C. approved sites at Epsom and Birchington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Epsom (1165 and 1166), or Court Mount, Canterbury Rd., Birchington-on-Sea (Tunnet 41657). (0594/R)

A S distributors of all leading makes of reliable caravans we offer quick delivery of Berkeley Export, Envoy, Consul, Governor, Paladin, Cammather, Marston, Invictor, Country Life, etc., we can offer the most attractive hire purchase terms and arrange delivery and sites with water and sanitary facilities.—Write for free copy of Caravan Yearbook.

WATFORD CARAVANS, Ltd., Hall Park Garage, Berkhamstead Tel. Berkhamstead 1570/71. (0035/R)

CARAVAN list; the largest selection in U.K.; the largest business; the only unconditional guarantee with free van lent for a faulty one and repairs free one year; a site hired; help of the Caravan Residents' Association; good H.P. terms with sickness or unemployment payments paid; sites you like guaranteed or money back; fares paid if van bought; you surely can't ask much more; so why not write for lib of free brochures and advice articles, to: Dept. A.C., Taplow, please, all branches open 7 days a week.

A. S. JENKINSON, Ltd. (0594/R)

EQUAL selection—London Branch.

80 Oxford St., W.1. Tel. Langham 5606, 2 mins. Tottenham Court Rd., Tube.

BATH Rd., Taplow, Bucks, Tel. Maidenhead 5434. On Main A4, Taplow Station 4 mins.

37 39, Hammersmith Bridge Rd., W.6. Tel. Riverside 3141. 1 min. Hammersmith Broadway. (M2043)

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BERKELEY, the aristocrats of caravans, suitable for permanent dwellings or touring.—Full particulars from Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. Central 6294. Telegrams: Eastmotco. (0450)

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WHITLEY & CREASEY, Ltd., Caravan Distributors, offer slightly used models by famous makers at very attractive bargain prices; example: Glynor Flyte lightweight 2-berth, unused from £128, deposit only, £40 balance monthly, send for list of many many others of all types.—Whitley & Creasey, Ltd., Werrington, Peterborough. (3284)

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GOOD class caravans for hire on attractive site at Crombie Point, Exmouth; April to September.

A 12cwt small mobile fleet, consisting mainly of lightweight 4-berths, good proprietary makes; hire one of these and save the long tow to Devon.

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T **OURING** caravans for hire, if your car is 10hp or more, we can offer you a holiday in one of our four-berth touring caravans; for particulars regarding equipment, rates of hiring, write to:—

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TOWING brackets, over 60 designs from stock.—Dixon-Bate Ltd., Chester 2. (0376/R)

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WORTH caravan and trailer, chassis undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (10095/R)

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UP to date on caravans? Read "Modern Caravan" each month. Full of news, views, information and practical help. 1/- from bookstalls, by post from Heathcock Court, Strand, W.C.2. (0827)

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LONDON stockists for Brookhouse and Taskers trailers for private and commercial purposes; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 822. (0941/R)

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THE A.C. distributors for Hertfordshire can now give demonstrations with the amazing new Petite, part exchange; terms, special Petite insurance, service after sales; write or phone—Buckland Body Works, Ltd., Buntingford, Herts. Tel. Kelshall 227. (N2005)

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ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1, 8-14, Meard St., Soho, W.1. (N594-S)

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PHONE or write for details or demonstration. (0480/R)

DAENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. 56, Park Lane, W.1, Regent 4866, 374, Ealing Rd., Alperton, Middx., Perivale 3588, And 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (N1066)

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MANCHESTER—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnside Lane, M.C. 19, Rus. 2574-S. (0653-R)

DUNHAM & HAINES, of Luton.—We are Alvis specialists in tuning for performance, also racing and rallies, etc.; contact us for sales and service; current models in stock.—Dunham & Haines, Luton 2100. (0559)

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HENLYS, Ltd., 1-5, Peter St., Manchester—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Blackfriars 7845. (0603/R)

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ORDERS taken for D.B.II—Priory Motors, Ltd., Straight Rd., Old Windsor, Windsor 2002-S. (0046-R)

PIPPBROOK GARAGE.—We are officially appointed agents for Aston Martin and Lagonda cars.—London Rd., Dorking 3591. (0007)

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THE CAR MART, Ltd., London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1, Euston 1212. (0351/R)

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BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—135, Old Brompton Rd., S.W.7, Kensington 2468. (N1083/R)

H. A. SAUNDERS (RADLETT).—Early delivery on all models, commercial vehicles immediate.—Tel. Radlett 5621. (N4003)

PRIDE & CLARKE, Ltd., for your new Austin; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664-S. (0735/R)

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SHEERLINE and Princess saloons, 16hp hire car, A70, A40, A30 and all commercial models.—Prvyn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2, Repairs and Service to Austin exclusively, Brixton 1155, Streatham 7562. (0889/R)

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RIPPOBROS, Ltd., 281, Regent Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249-R)

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PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER 8 Tel. Blackfriars 2502. (0506-R)

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FALCON Works, London Rd., Isleworth, Tel. Hounslow 0011. (N2015/R)

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CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1, Regent 7121. (0526-R)

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2, Temple Bar 5588.—Distributors for London and Home Counties. (N1027/R)

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C. O. NORMAN & Co.,

SOLE distributors for the County of London; early delivery.—59, Vauxhall Bridge Rd., S.W.1, Vic. 2211. (0297/R)

CITROEN Distributors, Priory Motors, Ltd., Straight Rd., Old Windsor, Windsor 2002-S. (0692/R)

CITROENS: immediate delivery all models; terms, exchanges.—"Motor House," Stoughton, Worcester, Tel. Feopenton 275. (5452)

CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11, Bay. 4274. (N4085)

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey, offer immediate delivery of Citroens ex stock.—Tel. 663. (N2061)

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DAENHAM MOTORS, Ltd., Ford main dealers.

56, Park Lane, W.1, Regent 4866, 374, Ealing Rd., Alperton, Middx., Perivale 3588, And 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. (N1066)

PRIDE & CLARKE, Ltd., for your new Ford; exchanges; terms.—237, Brixton Hill, S.W.2, Tel. 3664-S. (0734-R)

FORD.—John S. Truscott, Ltd., official agents; early delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11, Bay. 4274. (N4085)

ARTHUR E. GOULD, Ltd., main Ford dealers, Sales & Regent St., W.1, and 8-14, Meard St., Soho, W.1, Langham 1594-S. Service: Minerva House, Chertsey 88, W.C.1, Museum 6073. (0656-R)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17, Balham 4401 (5 lines), 104, Foord Rd., Folkestone, Folkestone 5122 (2 lines). (0096-R)

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REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London, Rd., Isleworth, Hounslow 0011. (0476-R)

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MANCHESTER: 1-5, Peter St., (Blackfriars 7845.) (0155/R)

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford G2907-9. (0244-R)

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KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin Ltd., 1, Weston Park, Kingston 2241-2. (N4053/R)

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1866/7553. (0504/R)

EDINBURGH.—Distributors for Jowett Javelin and Jupiter cars and Bradford commercial vehicles; up-to-date spares service; factory-trained mechanics.—Eastern Motor Co. Ltd., 52, George St., Edinburgh, 2, Tel. Cen. 5294. (0289/R)

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J. O. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. (0041/R)

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JACK ROSE Ltd., M.G. agents, can supply from stock.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. (N3096)

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MORGAN Plus-4 Distributors.—A new 2-seater available; send s.a.e. for specification.—Motourists (London) Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. (N5018/R)

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SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. (1661)

LANKESTER ENGINEERING Co. Ltd., Morris Main Agents; immediate delivery Morris Six saloon.—59-63, Eden St., Kingston. Kingston 3154. (0264/R)

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. (0882/R)

OLDSMOBILE main dealers for London Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Oxford 8901) Service Workshops and Spares Parts 7, Pembridge Villas (nr. Westbourne Grove) W.11. (Bavewater 6626-7.) (0257/R)

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

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TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly W.1. May 5383. (0899/R)

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PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot. (0250/R)

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RILEY, John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. (N4035)

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COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

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CROYDON.—Main agents, Leathwood's Garages, Ltd., 303, St. James's Rd., Croydon, Tho. 1222. (0063/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. (0001/R)

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester. 2 Tel. Blackfriars 4942. (0866/R)

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THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Autometers, Ltd., Louthgar Garage, London, S.W.13. Riverside 6496. (0757/R)

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PRIDE & CLARKE, Ltd., for your new Standard; exchanges; terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (0743/R)

STANDARD.—John S. Truscott, Ltd., official agents; early delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. (N4035)

KJ MOTORS, Ltd., Standard Triumph distributors for N.W. Kent can offer delivery on all models Bromley, Kent. Rav. 3456. (0220)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (0431/R)

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LET us reboar your car on your own premises, supply pistons, any distance—Phissey & Sons, 45a, Brookhill Rd., Woolwich, S.E.18. Woo. 667/666. (0765/R)

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FOR first-class service and outstanding workmanship—Hamilton Motors (London), Ltd. 465-490, Edgeware Rd., London, W.2. and 169-171, Harrow Rd., W.2. Pad. 0222 (12 lines). (0203/R)

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring bearings, remetalled, reboring, sleeving, surface grinding—32-34, Benscham Lane, W. Thornton, Thornton Heath, S.E.18. (0101/R)

BLOCKS reboared, minor finish, Wellworthy pistons. B. Austin 7, 72/-; popular 8-10hp £5.10; discount to traders; sleeving, remetalising, surface grinding, exchange crankshafts, etc.—Tudor 5670, Rowley & Louis, Summerland Gdns, Muswell Hill, N.10. (0292/R)

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J. AUSTIN & SONS, Ltd., specialists in cylinder re-boring and sleeving, crankshaft grinding, line boring, can rods remetalised, 24-hour service, valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied—139-147, 149, 151, 153 and 205 High St., Harlesden N.W.10. Elgar 6256-7-8. (0005/R)

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A SILVERTOP cylinder head gives maximum results from Premium fuel, wins Canada's premier winter rally on Morris Minor, 1,200 miles at 54mph average and 180 miles in 3 hours, 45 minutes for Morris Series E & Series I and II; Ford 8 and 10 (split) 60mm £8; Ford 8 and 10 (platform), £8.10; Morris Minor, Hillman Minx, Talbot 10, £10.—Derrington, 159-161, London Rd., Kenilworth, N.10. (01071/R)

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DIESEL conversions, English and American cars, fitted with Perkins diesel engines full particulars on application. CHURCH ROAD ENGINEERING CO., Ltd., Pioneer Conversion Specialists, Official Perkins Diesel Showholders, Hadleigh Essex, Tel. 57271. (01557/R)

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PRIDE & CLARKE, Ltd., for new and second-hand dynamo, starters, starter batteries, lamps—Stockwell Rd. S.W.9. Ret. 624. (0776/R)

CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamos, starter, magnet, distributors and S.U. pumps; quotations for repairs or replacements—Clare's Motor Works, 200, Knights Hill, West Norwood, S.E.27. (0149/R)

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DYNAMOS, starters, distributors, magnetos, repairing, and replacements; armatures, rewound, and change replacements available; complete rewiring all electrical repairs—A. J. Browning, 73, Lanceland St., London, W.10. Lad. 3841. (0650/R)

75/- (dynamo cost £20 upwards); 12v 500w, 24v 500w, 1500w extra large, £6.10; d.c. mains 1-18 amp battery chargers, £9; 250v a.c. generators 1.5kw-30kw; stationary engines 1-14hp, petrol or diesel 1-1000's; also M.C.S. items, 118a, free. Powerco, Wandsworth Town Station, York Rd., London S.W.18. Van, 5234 (10 mins Waterloo). (0620/R)

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AUSTIN 7 reconditioned engines, 3-bearing, £34; 2-bearing, £31/10; engines forwarded against returnable deposit; trade supplied—M.C.S. items, 118a, free. (01071/R)

B. H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. (01020/R)

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EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors, Wolseley cars, exchange engines stocked for all models; any make of engine reconditioned. (0278/R)

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from 1927/R

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BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10cv vans; Standard 8hp; your old engine taken in exchange; please quote car numbers. (0657/R)

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GUARANTEED reconditioned replacement engines: Ford 10 £18.10; Morris 8, Standard 8, Austin 8, £22.10; Hillman 10, Austin 10, £40; Vauxhall 10 and 12-4 £27.10; Ford 22, 30, 32 £40; Vauxhall Velox, £42.10—J. G. Ruther & Co., Ltd., Eastern Ave., Romford, Tel. Rom. 2252 2332. (0056/R)

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale—Capital Garage & Engineering Co., Ltd., 18, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 1752. (0274/R)

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AVAILABLE from stock, reconditioned engines on exchange plan, Austin 10hp, 12hp, 1936-8; Ford 22, 30 and 32hp; Morris 8, 10 and 12hp, 1935-39; Hillman Minx, 1935-1940; Humber 14hp, 1938-40; Rover 12-4, 1936; Standard 8, 9, 10, 12 and 14hp, 1936-40; Vauxhall 10 and 12-4, 1936-40; 12/6 and 14/6 1935-1947; Velox 1950; Talbot 10hp, other makes and hps 7-14; days delivery—Trianon, Aerodrome Rd., London, N.W.4. Hendon 7605-6. (1323/R)

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TWO-STAGE compressors, pressures up 800lb, p.s.i., 2 1/2 cu. ft., £6/1; larger models up to 32 cu. ft., £28; prices include delivery. (0389/R)

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PRESLECTOR gear boxes—R. & A. Engineering, 35, Grant Rd., Addiscombe 2931. (1501/R)

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares. (0658/R)

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TV DC circuit for lighting, as supplied to the B.B.C., special AC DC clockwork generators, self-starting, compact and complete AC 220/250 volt 50/60 cycles, 250/350 watts A.V.C.; will run radios, vacuum cleaners, small tools, etc.; £27.10 plus 10/- delivery—Below. (0104/R)

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COUPE and touring hood specialists and all interior trimming, hood supplied, postal service, first-class only. (0107/R)

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

HOODS, CELLULOSE, ETC.

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READY-TO-FIT replacement hoods in best double duck, M.G. models T, P and J, & 15; Morris, Austin and Standard 8, post-war Minors, & 15; also for Triumph 1950, send for details, postal service.—London Trimming Co., 40, Queen's Gate Mews, S.W.7. Western 3663. (10750/R)

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FORD owners fit Nordex independent front suspension to your car and enjoy 100% cornering and road holding, immediate delivery. 65s/10s. (10189/R)

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INVINCIBLE premiums by convenient instalments.

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REDUCE motoring expenses, 10hp from 51/4 yearly; country, N.C.B. quotations free, all leading companies represented.—Fisher & Co., 7, The Parade, Hounslow West. (10890/R)

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EASY payments for motor insurance, competitive rates; write, phone or call quotation without obligation.—Bowerman Bros., Est. 1875, 199, Piccadilly, London, W.1. Grosvenor 2535 or Regent 3037. (10875/R)

MOTOR insurance with personal service and attention.—Call, write or phone Messrs. Frank Berry & Co., Bank Chambers, 218/219, Upper St. (Highbury Corner), Islington, N.1. Canonbury 4818 (5 lines). (12915)

RAYMOND WAY insurance office can arrange your motor policy, quotation by return; immediate cover. Write, call or phone Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. (10632/R)

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CLARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service.—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0132. (10296/R)

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17/6 each.—Blue leather seat cushions, filled with rubberised hair, a small size only.

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AS are now dismantling: 1936 Pontiac, 1934

WE Packard 8-cylinder, 1933-5 Armstrong 17, 1937 M.G. 18, 1939 Wolseley 15, 1934 Daimler 15, Delage car, Minerva car, Talbot spares from 1929-1935; our large stock of new and second-hand components covers most makes from 1924-1950; try our unrivalled service.

ATOSPAREX, 42, South Lane, New Malden, and 12 van, 30 Standard 10, monthly price available.—Con-way of Acton, 19, High St., Acton, W.3. Acton 1748. (10013/R)

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KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories; write us for everything. (10420/R)

NOW breaking:—

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NOW dismantling:—

1946 Austin 8, 1934 Austin 10, 1935 Austin 25, A.C. 1934 14hp, 1940 Ford V.8, 1934 Hummer 12, 1939 Hummer 21, 1935 Hotchkiss 24, 1934 Lanchester 10, 1936 Morris 8, 10, 1936 Morris 10-12, 1936 Rover 10, 1936 Rover 16, 1936 Rover 18, 1936 Singer 11hp i.f.s., 1935, Talbot 95, 105, 1936, 1934 Triumph 10, 1935 & 1935 Wolseley Hornet, 1936 Wolseley 14, 18 & 25, 1936 Austin (overcharged), 32 Vauxhall DX, 1936 Armstrong Siddeley 17, 1937 Chrysler and Dodge 20, 1936 Rover 12, Talbot 14.

LET us have your enquiries, we have been dismantling vehicles for many years and we may have that part you require.

G. A. BROOKS (MOTOR COMPONENTS) Ltd., Blenheim Rd., Lingfield, Surrey. Tel. Lingfield 275 and 566. (101084)

V. W. DERRINGTON offers:—

M.G. spares, one models, vertical drive, rocker gear parts, valves, 8v, guides, 6/6, springs from 12-6, gaskets, all models, axleshafts from 32-6, crown wheels and bevels & 8/10; road springs all models; chrome grab handle, embossed M.G. 18/6; door gills, 12-; mud-guard grille, 30-; door aprons from 30-; rear slab petrol tanks, complete, P & V, £12 10, cycle-type wings, light steel and alloy, from 18-; fold-flat wind-screens, J. & P., £15, deflectors, 20-; each; bucket seats, front, 27-; chrome luggage racks, from £7.5.

2-litre M.G. & most parts available, including reconditioned engine.

FIAT 500 spares, full stocks available, new accessories, spare wheel cover, 52-6; chromium hubcap grills, £5; roof grids, £7; new 8.0 carburettor conversions, £5.15; Delco-Remy distributor conversion, £5; Scintilla, £5.5; interior heaters £5, 500, 1100, 1500, reconditioned, exchange dynamo, starters, bench-tested engines, gear boxes, radiators, steering boxes; postage or carriage extra.

HUGE stock spares accessories S/H parts, head-lamps, Scintilla Vertex, superchargers, instruments, radiator thermometers, speedometers, rev counters, oil pressure gauges, metric spanners tools; open 9 to 6, Sundays 10-12.

V. W. DERRINGTON, Ltd., 159 and 161, London Rd., Kingston-on-Thames. Tel. 5621-2. (M1071)

CLARE'S MOTOR WORKS—Change of address.

260 Gipsy Hill 0132. Buses 68 49 137 196.

OUR second-hand spare part and electrical business has now been entirely transferred to above address.

CLARE'S for spares, all popular makes, new and second-hand, 1924-48, large stocks; exchange service, quotations by return approval; established 1924-48 years.—Clare's Motor Works, see above. (10218/R)

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A VERY large stock of new and second-hand spares, also reconditioned engines for most makes of cars.

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RAYMOND WAY for Bond spares of all type; free advice to all Bond Minor enthusiasts.

AVYARD & SONS, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Connecting all branches and departments (Kilburn Park Station Bakerloo Line 150 yds. to it). (10834/R)

CHRYSLER Kes 1935-36 dismantling for spares, all parts available, very reasonable prices.

CHURCH ROAD ENGINEERING Co. Ltd. Tel. Hestable (Essex) 57271-2-3. (5015)

PARTS, gears made, S.H. supplied, gear boxes reconditioned.—Baker & Hart, Newland Lincoln 11079. (10106/R)

PARTS AND ACCESSORIES

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48 Allard, 33 and 39 Alvis, 38 Austin Big 7, 37 Austin 10, 39 Citroen 12, 39 Morris 14, 37 Rover 16, 36 Standard 9, 36 Talbot 25, 36 Triumph Dolomite, 37 Vauxhall DX, 36 Vauxhall 19 9hp, etc.

OUR classified stores hold spares for most makes and models, list sent upon application.

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SINGER—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St Albans Lane, Golders Green, N.11. Speedwell 4701-2. (10006/R)

ELEPHANT MOTORS, Ltd., for pistons, valves, swirl pins and bushes, bearings, clutch and brake lining, replacement parts for most makes, full range of accessories, send us your enquiries.

FIBRETE timing gear for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris, Austin, etc., Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes.—97-105, Newington Causeway, London, S.E.1. Tel. Pop. 3262. (10773/R)

ALL accessories inc. Tapley meters and full range of motorists' needs, our comprehensive stock.—R. Martin, Standard House, Highgate Village, Mou 3413-4. (10400/R)

MORRIS MINOR spares 1929-34 reconditioned exchange engines, £32 10; send for leaflet.—John Wright, Station Garage, Victoria Park Rd., West Hounslow, Middx. Tel. Hounslow 4465/8. (16205)

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns 6- and 12-volt Windtone, write your requirements.—11, Great Queen St., London, W.C.2. Tel. Holborn 4465/8. (10264/R)

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THE Humber specialists; all spares, new and second-hand, and W.D. models, new and second-hand gear boxes, Super Snipe high-speed diff. units, all parts for 4-wheel drive.—Hadley Green Garage, Maripit Lane, Coulsdon, Surrey. Uplands 5637. (10400/R)

1200 vehicles being dismantled, almost all makes, 2 years and models, available for immediate despatch, crown wheels, springs, axleshafts, engines, stub axle, etc. etc.; all enquiries promptly answered; valves, pistons, dynamos, windings, sump, silencers, quotations by return post, parts despatched c.o.d. satisfaction guaranteed or cash refunded.

W. MACHETT & SON, Sharnfield Rd. Garage, Whitlington, Macc. Cheshire Rd. Tel. 3542. (10411)

T. P. BREEN, Ltd.—Dismantling Austin 7hp 1934 8hp 1935, 10hp 1934-5, 12-4 1935, Standard 6 1934, 1934, Alvis 12 1934, Ford 10 1936, Singer Le Mans 1936, Triumph Gloria 6, Vauxhall 14 1936, Talbot 14, 18, 21, Morris 8, 10, 12, Rover 10 1937, Rover 14 1935, Hudson 1935, Talbot 10 1937, Studebaker 27 1936, Armstrong 12 14, 17, Lancia, Bentleys, Delage, etc.—High Road, Whitton, N.20. High Road 2593. (10615/R)

WARDS for motor parts, mail order our speciality, all replacements guaranteed; new dismantling S.H. 1, 1937 20hp 1935 12hp, Riley, 1933-4 9hp, Citroen 12, 14hp, 9.5 A, Scout 1936, 12hp, Vauxhall 1936, 12/14hp, Rovers 34, 12/14hp, Standards 1932-7 9hp, Morris 1935-4-6 10/12/16hp, Wolseley 1934-6 10/14hp, also thousands of other spares of cars already dismantled.—Wards Motor Stores, Leasow Rd., Wallasey, Tel. 4151. (10131/R)

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TELAFLO telescopic dampers are the latest advancement in suspension control.
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MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27, Acocks Green 0901.
EAST Midlands, Eastern Counties and South Yorks:—
DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham, Nottingham 46507-8.

NORTH-WEST England:—
BRACKFORD MOTORS, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

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EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6466 and 6944.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give over-the-counter service which includes complete rebuilding of your linkage, for dampers to fit most cars.

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EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

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MAKE the road safer, tyres are expensive; protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

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WEST LONDON REPAIR CO., Ltd., Wim. 6316/7.
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BUSINESS AND PROPERTY

HUNTS—Filling station 4 pumps, workshop, house, 2½ acres, freehold £9,000; mortgage £4,000.
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GOY & RICHARDS, Ltd., Specialist Agents and Valuers to the Motor Industry, 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. (3817)

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MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284) offer the following:
HANTS—Main road garage and filling station together with guest house and cafe; freehold, good will and equipment, £8,000 s.a.v. Sole agents.
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FURTHER particulars of above and other garages available from Gladding, Son & Wing as above.

GARAGE/Filling Station, freehold, Leicester, latest equipment, regular petrol sales throughout year, detached house nearby, 4 mechanics, great scope for extending.—Box 7582. (3805)

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CHURCH, HOWARD & HILLS, Ltd., Specialist Agents and Valuers to the Motor Trade, offer selection of motor businesses available in all parts.—Details upon application stating requirements, to 39, Ken Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

ALDRIDGE, 17531, Auctioneers & Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.—Enquiries to Estate Agent, Church, William Rd., N.W.1. Eus. 2352. (M1004)

CITY OF BIRMINGHAM—For sale by private treaty as a going concern, modern and well equipped garage and service station occupying an excellent position close to the City centre and affording a working floor space upwards of 4,650 square feet.—For particulars apply: Grimley & Son, Chartered Auctioneers & Estate Agents, 39 & 40, Temple St., Birmingham 2. (3774)

GARAGE, petrol, oils, repairs etc.; market town, near Silverstone; good position; comprehensive equipment; excellent long lease; low rent; turnover £12,000; price £3,000 for immediate sale; detached 4-bedroomed residence available, rental 25/-;—T. P. S. Dixon, Business and Estate Agent, Church Lane, Banbury, Oxon. Tel. 2013. Evenings 3205. (3940)

WEST Country garage, fine, clean, modern premises, good house, excellent car sales connection (popular agencies), 6 modern vehicles, long established, first-class equipment; £50,000 for freehold garages premises, all equipment and vehicles, lease of house; finance can be arranged, provided purchaser has a substantial sum.—Allen, Taylor & Whitfield, Valuers, Biddport, Dorset. (3622)

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GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Partis, please to Aldridge Estate Department, William Rd., N.W.1. Eus. 2352. (3774)

GOODARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). (0291)

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 16-64 or a woman aged 16-59 inclusive, unless he or she or the employer is exempted from the provisions of The Notification of Vacancies Order 1952.

MALE or female book-keeper required, West End, 7604. Write stating salary required; references.—Box XXX.

SITUATIONS VACANT

SKILLED mechanics capable diagnosis and tuning.
WORKSHOPS cost clerk, capable taking charge work routine.

ASSISTANT store-keeper, capable of extending parts and accessories sales through direct contact with trade.

APPLICANTS for the above vacancies must have some Ford experience; good wages, pension scheme permanent positions offered in exchange for loyal service.

RIPLEYS (BRIDGLINGTON), Ltd., Main Ford Dealers, Hamilton Rd., Bridlington, E. York. (3809)

GOOD all round mechanics wanted; Surrey area.—Box 7528. (3750)

DRAUGHTSMAN—Senior, with automobile experience, for work on new project.

HARRY FERGUSON RESEARCH, Ltd., Fletchamstead Highway, Coventry. (3772)

JUNIOR Car Salesman wanted, knowledge of motor cycle sales an advantage.—Musclewhite, Eastfield Cottage, Church St., Farnington, Berks. Tel. 2297. (3767)

BLACKPOOL car and commercial vehicle distributors require first-class salesmen; apply in confidence, giving full details of previous experience.—Box 7545. (3771)

CAR salesman required for progressive garage in Somerset, important agencies held; good references essential. Apply stating age, experience and salary required to Box 7544. (3782)

ASSISTANT manager required for Ford dealers.—Apply with details of experience, age, etc. The Goldings Park Motor Co. Ltd., London Rd., Basingstoke. (3537)

MANAGER required for new and secondhand car showrooms in South London; old-established business; excellent prospects; full details and salary required (flat available).—Box 7596. (3620)

SALESMAN and junior salesman required with knowledge of up-to-date used car sales and experience to local conditions.—Write stating experience, to Western Motors, Park Row, Bristol. (3835)

EXPERIENCED salesman required, first-class prospects for right man.—Apply with details of experience, age, etc. The Goldings Park Motor Co. Ltd., Authorised Ford Dealers, London Rd., Basingstoke. (3538)

SALESMAN to take charge of London showrooms of well-known sports car, must have good technical and sales experience of this type of car; write giving details of past experience and copies of references to Box 7595. (3611)

EXPERIENCED fitted required, educated, near Romford, used to all sides of the trade, able to expand our repair dept., including coating, references essential; aged 25-40; live in; would be considered to ambitious single man.—Box 7563. (3607)

EAST Midland firm of motor traders require salesmen, applicant must be thoroughly experienced in the buying and selling of cars of all classes and must be able to work and organise on own initiative; this position offers very sound prospects to the right man.—Write fully in first instance to Box 7542. (3770)

MOTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors) Ltd., Main Ford and Fordson Distributors, Ford House, New Rd. Dagenham, Rainham 770 (8 lines). (M3065)

MARRIED couple required for growing motor business in Guildford area, experienced salesman and wife experienced in office work, both able to work on own initiative; small self-contained flat for suitable couple with no children; must have good references.—Surrey Autos (Horsley), Ltd., East Horsley 208. (3779)

FULLY skilled motor mechanic required for permanent job in prosperous country garage, situated in the most beautiful part of West Sussex, at the foot of the South Downs, 10 miles Worthing, 20 miles Brighton; must be prepared to work week-ends in turn; a good job and good rates for the right man.—Apply, stating experience, the Corner Garage, Storrington, Sussex. (3624)

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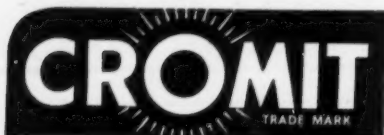
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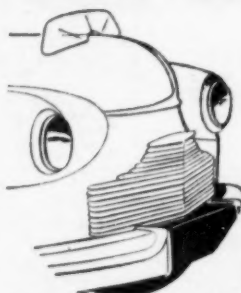
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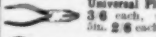
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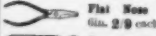
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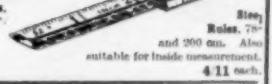
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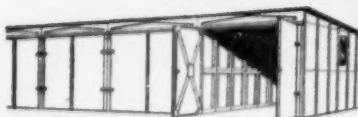
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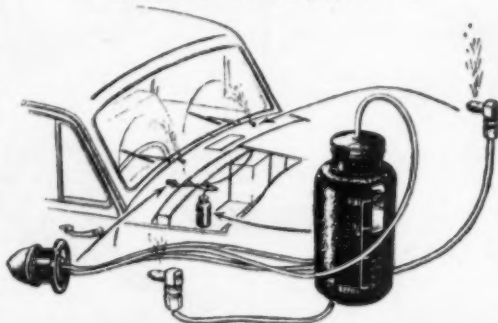


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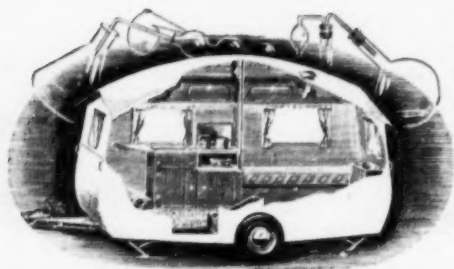
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INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
AC-DELCO DIVISION OF GENERAL MOTORS, LTD.	3	GAMAGE, A. W., LTD.	40	OLDHAM & SONS, LTD.	1
Aero-Spares Co.	42	Garner, Tom, Ltd.	33	PARK BROS., LTD.	85
A.F.N., Ltd.	Edit. 780	General Accident, Fire & Life Assurance Corp., Ltd.	85	Part Equipment Co., Ltd.	86
Aircleaner Silencer Co., Ltd., The	83	Girling, Ltd.	Cover II	Perry, W. Harold, Ltd.	46
Alpha Woodcraft, Ltd.	84	Glanfield Lawrence, Ltd.	47	Pickavant, J. W. & Co., Ltd.	14
Amal, Ltd.	Edit. 780	Gregory's of Usbridge, Ltd.	84	Pirelli, Ltd.	13
Arco Engineering, Ltd.	86	Grose, James, Ltd.	2	Portable Concrete Buildings, Ltd.	83
Automobile & Sheet Metal Co.	84	Grosvenor Motors (Manchester), Ltd.	45	Powis, David & Sons, Ltd.	39
Automotive Products Co., Ltd.	7	HALFWAY GARAGE, THE	45	Premier Motor Policies, Ltd.	83
Avon India Rubber Co., Ltd.	28	Hamilton Motors (London), Ltd.	2	Price's Lubricants, Ltd.	35
BARNACLE, LTD.	38	Headen, A. E., Ltd.	83	Pride & Clarke, Ltd.	44
Barnet Non-Ferrous Metal Co.	83	Henlys, Ltd.	48	QUINN LOOSE SEAT COVERS	83
Batley, Ernest, Ltd.	86	Hill, R. F., Ltd.	83	RILEY MOTORS, LTD.	24
Beard, R. F., Ltd.	38	Holt, Douglas (Est. 1919), Ltd.	5	Robinson, L. & Co. (Gillingham), Ltd.	6
Bennett (Hyde), Ltd.	40	ILIFFE & SONS LTD.	36	Rolls-Royce, Ltd.	23
Berry, Wiggins & Co., Ltd.	83	Industrial Asphalts, Ltd.	8	Roussel, Ltd.	2
Blanchflower (Kettering), Ltd.	4	Intalok, Ltd.	12	Rowland Smith (Motors), Ltd.	47
Brands Hatch Stadium	10	JAGUAR CARS, LTD.	25	Royal Insurance Co., Ltd.	Cover III
British Belting & Asbestos, Ltd.	22	Jenks Bros., Ltd.	87	Runbaken Electrical Products	40
British Leather	13	Johnson, S. C., & Son	18	Rye, Claude, Ltd.	40
British Railways	41	KANGOL, LTD.	85	SAUNDERS, H. A., LTD.	45
Broadfields Garage & Eng. Co., Ltd.	6	Kent, Ronald (Coachbuilders), Ltd.	42	Scott, Walter, Ltd.	46
Brown Company, A. David	9	K.L.G. Sparking Plugs, Ltd.	21	Servais Silencers, Ltd.	41
Brown's Garage	46	LAMBRETTA CONCESSIONAIRES LTD.	32	Shell Mex & B.P., Ltd.	20
Burgess Products Co., Ltd.	34	Lancars	44	Slip Products Co., Ltd.	12
CAMDEN MOTORS, LTD.	43	Lane Accessories	85	Smith, Thomas & Sons of Saltley, Ltd.	10
Carreras, Ltd.	42	Lankaster Engineering Co., Ltd.	47	South-Eastern Battery & Electrical Co.	83
Castles Unit Development, Ltd.	14	Laystall Engineering Co., Ltd.	37	Sponcel, Ltd.	87
Chloride Batteries, Ltd.	11	Lepicks	83	Steel Nut & Joseph Hampton, Ltd., The	42
Cole, E. K., Ltd.	10	Leytonstone Jig & Tool Co., Ltd.	42	Stewart & Arden, Ltd.	30
Collier & Collier, Ltd.	84	MARBLE ARCH MOTOR SUPPLIES, LTD.	87	Sydney, John, Ltd.	86
Cooden Engineering Co., Ltd.	47	Massey, Robert B., & Co., Ltd.	44	TANKARD & SMITH, LTD.	47
Coombs & Sons (Guildford), Ltd.	45	Mayfair Garages, Ltd.	47	Thomsons (Carron), Ltd.	88
Cornercroft, Ltd.	39	Mc & B. Heat Control, Ltd.	84	Thorn, J. & Sons, Ltd.	44
Cox & Co. (R.W.), Ltd.	4	M.G. Car Co., Ltd.	29	Timms, Reg. (Motors), Ltd.	47
DAIMLER CO., LTD.	16	Monro, Joe	46	Tranco Steel Piston Rings, Ltd.	6
Dover, Ltd.	4	Morgan Motor Co., Ltd.	34	Trinity Cars, Ltd.	45
Duckham, Alexander, & Co., Ltd.	26	Morris, S., & Co., Ltd.	45	Turner, William (Kismet), Ltd.	15
Dunlop Special Products, Ltd.	15	Motor Car Exchange, The	8	Tyre Products, Ltd.	8
Dunn's Garages (Sunderland), Ltd.	45	Munster Chemical Co.	84	UNIVERSITY MOTORS, LTD.	Edit. 779
ECONOMIC SUPPLY SERVICE, THE	36	NATIONAL BENZOLE CO., LTD.	31	VACUUM OIL CO., LTD.	27
Enfield Tyre Co.	84	Naylor & Root, Ltd.	46	Vandervell Products, Ltd.	19
Esso Petroleum Co., Ltd.	17	Neale, James, & Sons, Ltd.	14	Viceroy Sales, Ltd.	84
FLEMING, J. & R., Ltd.	83	Neo Electrical Industries, Ltd.	83, 84	WALKER, J. J.	83
Fletcher Miller, Ltd.	83	Newnams, Ltd.	46	Watkins, Eustace, Ltd.	32
Ford Motor Co., Ltd.	Front Cover	Nuway Manufacturing Co., Ltd.	36	Weathershields, Ltd.	12
Francis Searchlights	84			Wembley Court Motors	44



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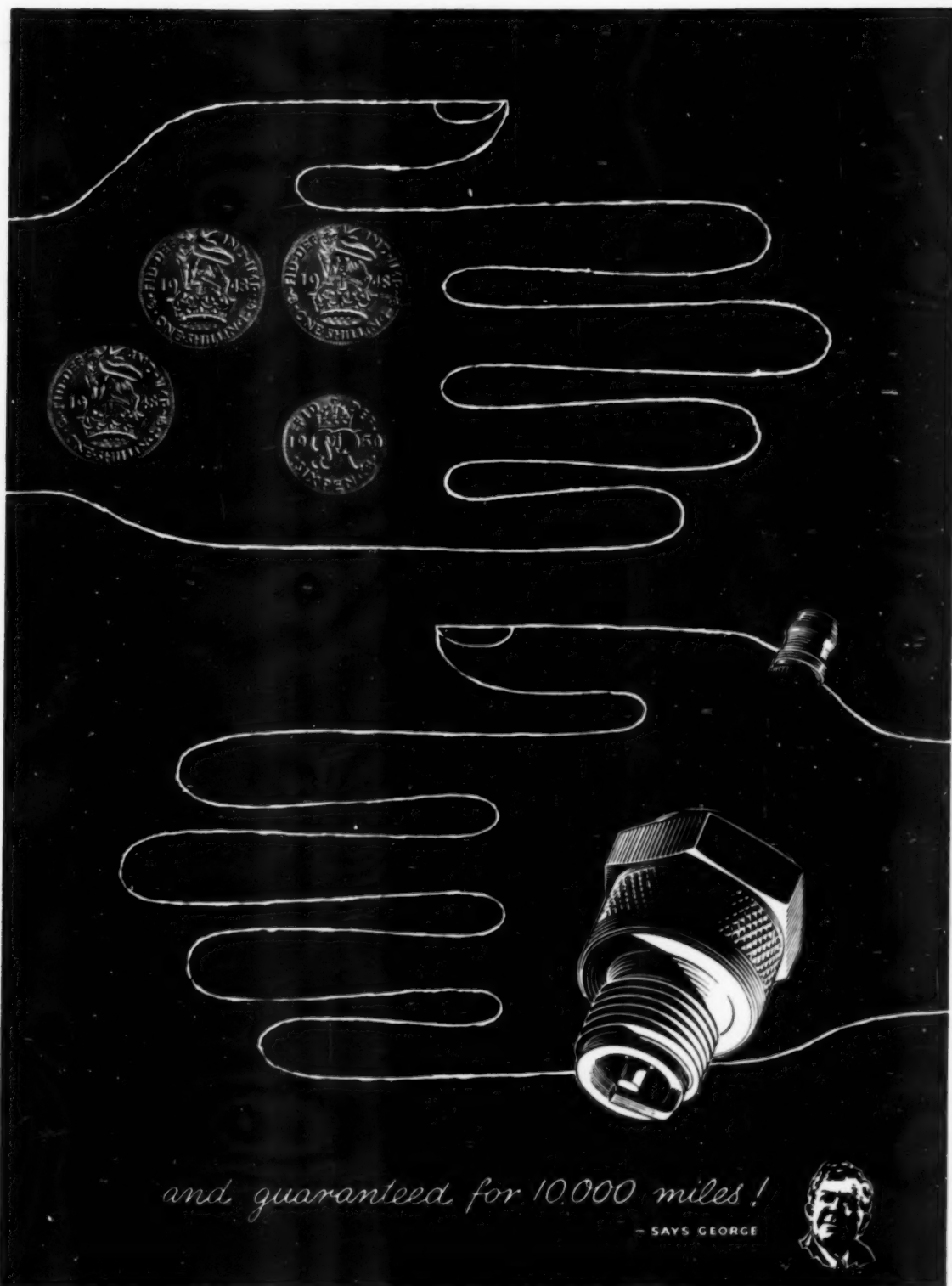
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